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No. 17,324. 號四十二百三千七萬一第 B五十月十年丑癸 HONGKONG, WEDNESDAY, NOVEMBER 12TH, 1913. 三拜禮 號二十月一十年二國民華中 PRICE, \$3 PER MONTH.

## INTIMATIONS

GREEN ISLAND CEMENT COMPANY.  
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General Managers.  
Hongkong, 9th June, 1913. [789]

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Hongkong, 24th April, 1913. [609]

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TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 22nd September, 1913. [1101]

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SMOKELESS POWDERS and CHILLED  
SHOT. From No. 10 to SSSG. at \$6, \$7  
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Inspection Invited.

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Hongkong, 18th October, 1913. [1216]

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IRON, Steel, Metal and Hardware Mer-  
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LIMITED.

## TIME TABLE.

WEEK DAYS.  
7.00 a.m. to 8.00 a.m. ... Every 15 minutes.  
8.00 " " 10.00 " " ... 10 " "  
10.00 " " 11.00 " " ... 15 " "  
11.30 " " 12.45 p.m. ... 15 " "  
12.45 p.m. to 1.15 " " ... 15 " "  
1.15 " " 1.45 " " ... 15 " "  
1.45 " " 2.15 " " ... 10 " "  
2.15 " " 3.00 " " ... 15 " "  
3.00 " " 3.10 " " ... 10 " "

NIGHT CARS.  
8.50 p.m. and 9.00 p.m. 9.30 to 11.00 p.m.  
Every Half-Hour.  
11.00 p.m. to 11.45 p.m.  
Every Quarter-Hour.

SUNDAYS.  
8.00 a.m. to 10.30 a.m. ... Every 15 minutes.  
10.30 " " 11.00 " " ... 10 " "  
11.45 " " 12.00 noon ... 15 " "  
12.00 noon to 1.00 p.m. ... 15 " "  
1.00 p.m. to 5.00 " " ... 15 " "  
5.00 " " 6.00 " " ... 10 " "  
6.00 " " 7.00 " " ... 15 " "

NIGHT CARS on Week Days.  
Saturdays  
Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at  
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Des Vaux Road Central.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st October, 1913. [1152]

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PEDDER STREET—(Adjoining Hongkong Hotel Main Entrance)

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A Royal Wrong, by Fred. M. White ... \$1.75  
Through Weal and Through Woe, by  
Elfrida Adelaide Howlands ... 1.75  
General John Kegan, by George A.  
Birmingham ... 1.75  
The Yoke of Pity, by Julien Benda ... 1.75  
The Poison Belt, by A. Conan Doyle ... 1.75  
The Iron Trail, by Rex Beach ... 1.75  
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LETTS' DIARIES 1914.

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AND

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## TIME TABLE TO APRIL 30TH, 1914.

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Sleeping, Dining, and First-Class Cars, is operated between Dairen and Changchun  
in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct  
Mail Steamer Service by the S.S. KOBE MARU and SAKAKI MARU (each Equipped with  
Wireless Telegraph) as follows:—

## NORTH BOUND.

1st Class Fares					
\$ 4.00	Shanghai (Steamer) ... ..Lv.	Forenoon		Mon.	Wed.
	Dairen (S.M.R. Train) ... ..Ar.	3.20 p.m.	Mon.	Wed.	Fri.
Y 14.95	Mukden (S.M.R. Train) ... ..Ar.	11.25 "	"	"	"
Y 11.50	Changchun (S.M.R. Train) ... ..Ar.	11.50 "	"	"	"
	Changchun (Russian Train) ... ..Lv.	6.50 a.m.	Tues.	Thurs.	Sun.
R 9.60	Harbin (Russian Train) ... ..Lv.	8.00 "	"	"	"
	Harbin (Russian Train) ... ..Ar.	2.00 p.m.	"	"	"

Connecting at Harbin with { State Express from Moscow, Wagon Lits from Moscow, State Express for St. Petersburg.

## SOUTH BOUND.

Connecting at Harbin with			{	State Express from St. Petg.	State Express from Moscow	Wag. Lits. from Moscow
R 9.60	Harbin (Russian Train) ... Lv.	* 10 a.m.	Mon.	Wed	Fri.	
	Changchun (S.M.R. Train) ... Ar.	* 6.30 "	"	"	"	
Y 11.50	Mukden (S.M.R. Train) ... Lv.	7.00 "	"	"	"	
	" "					

\* Russian Train Time is 23 minutes faster than the S.M.R. Time.  
The above fares do not include the Sleeping Car Supplement and Express Extra Fee.  
THE "SAKAKI MARU."—This vessel, which leaves Shanghai every Monday  
and connects with the Wagon Lits service on the Trans-Siberian Railway, is a new Turbine  
Steamer of 3,450 tons specially built for the Shanghai-Dairen Line. She has a speed of 19  
knots per hour, and is fitted with every up-to-date appliance for comfort, safety, and conveni-  
ence. Accommodation: 63 First-Class (including 4 special cabins and 3 family cabins), 20  
Second-Class, and 164 Third-Class. First voyage from Shanghai, August 18th.

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Three-Weekly Express Service between Changchun and Fusan without change, establishing  
direct link between the Trans-Siberian Express Service and the Imperial Japanese Govern-  
ment Ferry and Railway Service, reducing the journey between Manchuria and Japan by  
nearly two days and diminishing the sea-voyage to a few hours; also connecting Peking and  
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London to Tokyo in 13 1/3 days; Peking to Tokyo in 4 days.

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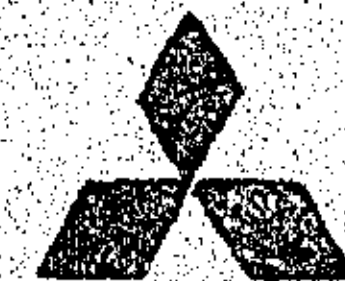
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SOUTH MANCHURIA RAILWAY CO., DAIREN.

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	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
3 Dry Docks { No. 1 ...	510 ft.	77 ft.	26 ft.
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1 Patent Slip capable of lifting vessels up to 1,000 tons.  
The Salvage Steamer "OURA MARU," 716 tons and 12 knots speed, is always ready  
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Lifting Power ...	7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in ...	460 Feet	580 Feet
Max. Breadth " " " " " " " " " " " "	56 "	66 "
Max. Draft " " " " " " " " " " " "	22 "	26 "

The Salvage Steamer "ARIMA MARU," pumping capacity per hour 2,000 tons.  
Floating Shearlegs, capable of lifting 40 tons weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.  
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[837-1]

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Gibson ...	1.60

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Smirer Street, Compton Mackenzie.	
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Electric Lighting, Lifts and Fans.  
Suites de Luxe.  
Bedrooms with European Bath and Lavatory attached.  
Perfect Sanitation.  
A LA CARTE GRILL ROOM.  
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Renders Selections during TEA and DINNER daily, and at 11.15 a.m. and 5.45 p.m.

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THIS HOTEL has recently been thoroughly renovated, extensively enlarged, and is now luxuriously furnished and up-to-date in every respect, situated in the most central position. Large and Airy Rooms, Hot, Cold, and Shower Baths, Electric Light Throughout and Fans. Large and Comfortable Lounges, Private and Public Bars and Billiard Rooms, CUISINE ENTIRELY UNDER EUROPEAN SUPERVISION, Sanitary Arrangements of the latest, HOTEL LAUNCE MEETS ALL STEAMERS. Monthly Rates for Tea and Dinner. Special Rates for married families on application to FREDERICK REICHMANN, Proprietor.

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FIRST-CLASS RESIDENTIAL and TOURIST HOTEL. Unrivalled for Comfort, Health and Convenience, Telephone in Every Room, prompt connection maintained by six lines to Central.  
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P. O. PEUSTER, Manager.

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SITUATED ON THE BRITISH CONCESSION.

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SITUATED IN THE CENTRE OF PRATA GRANDA. Both Hotels electrically lighted, and under experienced European Supervision. GUIDES AND CHAIRS PROVIDED.  
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[1023]

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Canton Marbles in Various Shades.  
Telephone 1219.  
Hongkong, 16th April, 1913. [1546]



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VERY OLD LIQUEUR  
SCOTCH  
WHISKY.

Our Celebrated E very old Liqueur Scotch Whisky is a blend of the best Pot Distilled Scotch Whiskies. It is of great age, very fine, and mellow. Its superior quality has established its reputation as THE LEADING SCOTCH WHISKY IN THE EAST.

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## NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of ALLY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: Press. Codes: A.B.C. 6th Ed. Lieber. P.O. Box, 34. Telephone No. 12.

## BIRTH.

TYLEN.—On November 5th, at Shanghai, to Mr. and Mrs. W. F. TYLEN, a daughter.

HONGKONG OFFICE: 10A, DES VUEX ROAD C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, NOVEMBER 12TH, 1913.

A WEEK has now passed since the Fifth of November, when President YUAN SHIH-KAI threw his "bomb" at the Houses of Parliament at Peking. By a stroke of the pen the PRESIDENT unseated upwards of three hundred members of Parliament, and proclaimed the dissolution of the party to which they belonged. As it has been claimed that the Kuomintang (or Opposition party) had a membership of something like 600,000 throughout the country, the PRESIDENT'S coup d'état seemed to us one likely to increase rather than diminish the difficulties of government in China. Perhaps it is too early yet to feel confident that the step taken will be to the ultimate benefit of China, but it is nevertheless a most noteworthy circumstance that the PRESIDENT'S action has evoked no storm of protest from any part of the country. This may be due to some extent to a knowledge that the military forces of the country are prepared to deal with anything in the nature of a revolutionary rising and, again, to the knowledge that the Press of the country has been "advised to be careful" in discussing the PRESIDENT'S orders, and that the telegraph offices have been forbidden to accept messages in code. A day or two prior to the launching of the PRESIDENT'S thunderbolt, the Chinese Post Office at

Shanghai gave notice to the *China Republic*, a Kuomintang organ published in English and French, from offices in the French Settlement at Shanghai, that, under orders from the Ministry of Communications, copies of the paper would no longer be distributed by the Chinese Post Office, and this was followed on November 5th by a peremptory order of the French Consul prohibiting the publication and distribution of the paper in the French Settlement. With the Opposition Press muzzled and anybody issuing printed matter or making speeches or holding secret meetings in the name of the Kuomintang "to be dealt with as rebels"—which means in China being shot without trial—it is difficult to correctly gauge popular opinion on the coup d'état. In the course of an article contributed recently to *The Times* by that journal's correspondent at Peking it was remarked that "the half-baked students who constitute the vast majority of the Young Chinese, whether they number something under or over 120,000, are still spread out over the Provinces, particularly in the South, where there is permanent antipathy to control from Peking. Thus although 'the war against YUAN' has failed, practically the whole of the revolutionary element in China has a standing grievance against YUAN SHIH-KAI. The ground is favourable to future sedition. It is true that 99 per cent. of the people of China are uninterested in politics and on the side of peace and quiet. But it is the few articulate ones who count." That has been proved twice in just as many years, and it remains to be seen whether the PRESIDENT is able to render them inarticulate until he has carried into effect his own ideas for setting the government of the country on a stable foundation. It is of interest to observe that the PRESIDENT in one of his Mandates reaffirms the policy enunciated in his inaugural speech and expresses his determination to instil new life into the *Republican* Government. When the first news was received a week ago that the PRESIDENT had unseated some three hundred Republican members of Parliament "because they were retarding progress," it looked as though the PRESIDENT were aiming at the entire subversion of Republican Government, since the order seemed in absolute conflict with the article in the Provisional Constitution guaranteeing to the people "liberty of speech, writing, publication, meeting and forming societies." But the fuller summary of the PRESIDENT'S Mandates, which we print to-day, puts a different complexion on the subject. The PRESIDENT'S motive is here shown to be that he regards the Kuomintang as a seditious organisation, and his right to suppress seditious societies can hardly be questioned. Thus his action brought seemingly within the limits of the Constitution, but the fatal weakness of his position is that there has been no sort of judicial inquiry into the charge, and one of the first articles of the Constitution provides that "no citizen of the Republic shall be arrested, imprisoned, tried or punished, except in accordance with the law." But China is a Republic in name only. Young China has had its chance to rule, and has made it abundantly clear that China is unfitted yet for full Parliamentary Government. The best hopes of the country are seen to lie in a PRESIDENT vested practically with the powers of an autocrat. Dr. SUN YAT-SEN in his recent *apologia*, in the form of a letter to a friend at Peking, acknowledges that YUAN SHIH-KAI has "great ability, deep knowledge, and rich experience," but laments that they are all of "the old stuff of the despotic age unsuitable for the civilized age of the new administration in China." But Dr. SUN'S opinion no longer carries in China the weight it did two years ago, and it is patent to all that YUAN SHIH-KAI enjoys to-day a larger measure of public confidence than he has had at any time since the overthrow of the monarchy. While he has taken special pains to make clear in his Mandates that he is not seeking to suppress Parliamentary institutions, it is nevertheless evident that he means the Parliament to be more of a deliberative than a legislative body, and the experience of the past two years has shown indeed that the time has not yet arrived when China can form a Parliament fitted to discharge the functions which belong to legislative bodies in the West. It is unlikely, of course, that this view will be shared by the politicians against whom the PRESIDENT launched his thunderbolt, but if YUAN SHIH-KAI is able to maintain peace and carry out the progressive policy to which he is committed, he will retain the confidence of the great bulk of his countrymen and of the Foreign Powers, and the historian of the times will have little cause in a full review of the circumstances to condemn the unconstitutional character of the step the PRESIDENT has taken in the interests of progress.

Mr. P. P. J. Wodehouse, Deputy Superintendent of Police, is going on ten months' leave to England on the 22nd inst.

We are asked to mention that a gold scarf-pin was found in the City Hall on the night of the 10th inst. and handed over to the Police.

H.E. the Officer Administering the Government will hold the annual inspection of the Fire Brigade on the 21st inst. in front of the City Hall.

The Manila Observatory at 7.50 p.m. yesterday reported a typhoon or cyclone to be W. of the Southern Ladrone or Mariana Islands, inclining N.

The *Al fresco* fête in aid of the funds of the Society of St. Vincent de Paul is announced to take place on Sunday next in the compound of the Roman Catholic Cathedral.

The weekly return of communicable diseases shows that ten cases of enteric fever were notified (one English, one Japanese, and eight Chinese), two ending fatally, and one fatal case of plague.

It is reported that the Tientsin British Municipal Councils have elected Mr. Lyness, the shipping manager of Butterfield & Swire, Tientsin, out of the very many applicants, as successor to Mr. Wm. Melcish, the Secretary of the Council.

The Dalny paper says:—Mr. P. H. Bordwell, representative of the Robert Dollar Co., Tientsin, visited Dalny on 30th ult., as a result of which some of the boats of the Dollar Line may be seen here in the near future. He left the next day for Newchwang.

Mr. Hugh Rodger, who, after twenty years' service with the Shanghai Dock and Engineering Co., Ltd., is leaving to become a partner in the business of Parker, Robb & Co., was presented with a souvenir by the European members of the Dock Company's staff last week.

The programme of the Sixth Gymkhana, which takes place at Happy Valley on Saturday afternoon, embraces six events, viz.:—Once round flat race handicap; five furlongs flat race; individual tent-pegging; three-quarters of a mile flat race handicap; hurdle race; and 1½ mile flat race handicap.

We have received from Messrs. Kelly & Walsh, Ltd., some specimens of the Christmas greeting cards produced by the firm. Typical Chinese street-scenes are enclosed in an artistic cover bearing the words "Christmas Greeting from the Far East." The cards will commend themselves as "just the thing needed."

The Hon. Rufus H. Thayer, Judge of the U.S. Court for China, who is leaving for Home this week, was the guest of honor at a farewell dinner given to him last week at the residence of Dr. Wu Ting-fang in Gordon Road, Shanghai. Among the guests were Sir and Lady J. S. Lockhart, Mr. Tang Shao-yi and others, and the retiring Judge was the recipient of many good wishes.

At the Magistracy yesterday, before Mr. Hazeland, Mr. Dillon, of the Public Works Department, prosecuted a Chinese from Yau-mat for maintaining a structure about his premises contrary to the Ordinance and for which he had no authority. He told the Magistrate that the defendant had been up before, and had told his Worship that the place did not belong to him, but when he (Mr. Dillon) got back to him on the spot he admitted that the house was his. He was trying to "fool" his Worship. Defendant was fined \$10 or a month, and ordered to comply with the Regulations.

Two Chinese were arrested on board the Australian liner *Aldenhorn* on Sunday night for being in possession of two tins of opium, containing five taels in each. The men appeared before Mr. F. A. Hazeland at the Magistracy yesterday, and declared that the opium was for their own personal use. His Worship said that it would be very hard for the men, provided they were smokers, if they were not allowed to smoke on board. Defendants affirmed that the Opium Farm people had told them that they were allowed to have five taels in their possession. In reply to his Worship, Mr. Hoggarth, of the Opium Farm, said it was quite probable that they had been told so. An employee on the ship was practically in the same position as a passenger, if he were an opium smoker. Inspector Kerr remarked that each passenger was allowed five mace per day. If the full amount was absorbed, the opium would only last ten days. Mr. A. O. Lang (of Messrs. Gibb, Livingston & Co.) said he did not know if the crew were allowed to smoke opium on board. If they did, they were not likely to allow their officers to see them. His Worship discharged the men with a caution.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE GUILDHALL BANQUET.  
NOTABLE SPEECHES BY CABINET MINISTERS.

LONDON, November 11th.

Lord Mayor's Day was showery, but the decorated streets were thronged with people. There was an unusually fine military display, and also a representation of a Lord Mayor's show in the Seventeenth Century, when the New River scheme was completed. Sir Vansittart Bowater, the new Lord Mayor, was warmly cheered.

At the Guildhall Banquet there attended the usual brilliant company of Cabinet Ministers, Diplomats, Peers, the Archbishop of Canterbury, the Lord Chief Justice (Sir Rufus Isaacs), Naval and Military officers, and prominent City men.

MR. CHURCHILL ON BRITAIN'S NAVAL FORCE.

Mr. Winston Churchill, First Lord of the Admiralty, replying to the toast of the Imperial Forces, said that next year we would have a force of 1,500,000 sailors and marines, the largest on record. He emphasised the part played by Londoners in regard to the Navy, and said they met that night under circumstances which were free from danger to European peace, but there must be no relaxation of effort. The Estimates for 1914 showed a substantial increase. The First Lord declared that even in the region of the air the Navy need not fear comparison with any other country.

General Sir John French, replying on behalf of the Army, expressed his satisfaction at the presence of numbers of soldiers of the Dominions at the Army Manoeuvres. This, he said, attested the growth, efficiency, and strength of the Overseas Army.

THE PRIME MINISTER ON THE BALKAN IMBROGLIO.

The Rt. Hon. H. H. Asquith, Prime Minister, who was cheered on rising, replied to the toast of His Majesty's Ministers. He said that years ago they were witnessing a conflict between Turkey and the Allied Balkan States—a conflict which had no sooner ended than it was followed by an outbreak of hostilities between the victorious Allies. The clash of arms had now happily ceased, but thousands of lives had been sacrificed, millions of treasure spent, vast tracts of territory devastated, and, above all, the inevitable horrors of war. Things had been done and suffered which had shocked and repelled the whole civilised world. It was too soon to draw a debtor and creditor account and say whether there had been, or would be, a balance gained or lost. Heavy indeed was the responsibility which lay on the shoulders of the States directly concerned for the future of the populations, for whose interests, under the new distribution of power in the Balkans, they had severally become trustees. It was an easy task to blame Europe, but although they had shown themselves impotent to prevent or curtail the lamentable effusion of blood, yet to anyone who remembered the history of the Eastern Question it should be a matter both for surprise and satisfaction that the area of conflict had been so circumscribed.

THE POWERS IN ACCORD.

The Prime Minister emphasised that for a generation past it had been the one main pre-occupation in European diplomacy to prevent the re-opening of that question in the belief that it could not be revised without the certainty of open dissension and grave risk of a possible war between the Powers themselves. The one feature of international history during the past year, over which it was possible to look back with unqualified admiration, was that those apprehensions had been completely falsified. It was true that events resolutely themselves sometimes in a fashion which seemed to menace indirectly the susceptibilities or interests of particular Powers. There had been moments of grave anxiety, but by the exercise of

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

patience and tact, of self-restraint in some quarters, and of strenuous goodwill in others, those difficulties had been overcome, and they in London might recall with pride that the united voice of Europe ascribed the leading part in this arduous and beneficent task to Sir Edward Grey. (Cheers.)

THE INTEGRITY OF ASIA MINOR.

The Foreign Offices of Europe, continued the Premier, had plenty of business still before them in connection with Albania and the Balkans. It would be too much to say that they were satisfied with such a settlement as had already been made, but they, at any rate, were resigned to it. They were prepared with a goodwill, and common desire for the continuance of peace to make the best of it. Another cause for satisfaction was that the Asiatic Provinces of Turkey had not been involved in the conflict. (Applause.) It was the Government's desire that the integrity of these Dominions should not be infringed. In them were holy places of the Mahomedan religion, held sacred by the whole of the Mussulmans, many millions of whom were loyal and devoted subjects of the British Crown. (Cheers.) Great Britain would gladly offer any help or protection which the Turkish Government might invite, without forgetting the three other Powers who had special concern in the well-being and development of Asia Minor.

THE POSITION IN CHINA.

There were other parts of the world confronted with special perplexities and dangers. This had been the most critical year in the history of China. The Chinese Republic had now taken its place among the peoples of the world, and, in common with other nations, Great Britain had recognised it. It would be an impertinence to comment at that moment on its internal affairs, but in view of our relations in the past and the vast interests of British trade which were bound up with its future development, they were only anxious to see the authority of a stable Central Government accepted by the Provinces and effective throughout China.

THE CIVIL WAR IN MEXICO.

Mexico was still in the throes of civil war. There had never been, and could not be, any question of political intervention on the part of Great Britain in the domestic concerns of Mexico or any Central or South American State. It was no part of our right or duty in that part of the world, at any rate, to prevent revolutions or to attempt to preclude or control civil war. The utmost that Great Britain could do was to give what protection was possible to British lives and property in times of urgent danger and crises. A rumour had found credence in some quarters that, at a moment when the United States were taking a line of their own in regard to Mexico, Great Britain entered upon a new departure of policy deliberately opposed to that of the United States and calculated to thwart it. There was not a vestige of foundation in any such rumour. It was the 31st of March before the present Administration in the United States had an opportunity of making any declaration of policy. When the British Government recognised Senor Huerta as President *ad interim* of Mexico, the Government did so because, having itself neither the will nor the power to intervene, it was bound to deal with whatever was for the time being the *de facto* Government, and because there appeared no element except Huerta which offered any prospect of a restoration of stability and order. That was on the 31st March. Since then there had been no change in the policy of the British Government. Great Britain gladly assumed that the United States' policy would have regard to the legitimate commercial interests of Mexico as well as their own. An exchange of views with the United States had been marked with perfect cordiality, and nothing could happen to disturb the common resolve to maintain a friendly and sympathetic understanding. (Cheers.) None had

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

done more to foster that spirit than Mr. Bryce. (Cheers.)

TRADE AND THE BURDEN OF ARMAMENTS.

Mr. Asquith concluded by pointing out that there were signs on the horizon portending an inevitable slackening in the volume and velocity of the tide of trade. There had been an initiation almost everywhere of costly schemes of social reform, and, in addition to the waste of wealth and human material in actual warfare, there had been an unprecedented addition to both the land and sea apparatus of organised destruction. All that imposed a dangerous strain on the taxable capacity and credit of a nation, which must react on the springs of industry and on its general progress and material well-being. (Cheers.) His last word that night was to ask the question, Was it not time for Statesmen and every man of business to take counsel together to secure a saner and more fruitful appropriation of the common resources of mankind? (Cheers.)

JAPAN AND BRITAIN.

FRUITS OF THE ALLIANCE.

LONDON, November 11th.

At the Guildhall banquet, the Japanese Ambassador, responding for the diplomats, said that the relations of the two allied countries had never been so satisfactory or cordial as at present, and they were determined to be ever loyal to the compact binding the two nations. He trusted that that sentiment was reciprocated by Britain, and hoped that the alliance would ever continue as a guarantee of peace, consolidation, and mutual interest.

GERMAN TRANSPORT IN DISTRESS.

BERLIN, November 11th.

A wireless distress call was received from the German transport *Rhenania*, bound for Daressalem with 300 troops aboard. A later message, however, says that the transport is safe and is making for Lisbon.

RUSSIAN MURDER TRIAL.

BEYLIS FOUND NOT GUILTY.

KIEFF, November 11th.

Beylis has been acquitted on the charge of murdering the Christian boy Cushinsky, for the purpose of obtaining Christian blood for use in Jewish sacrificial rites.

The jury, after two hour's deliberation, returned the following verdict: "Beylis not guilty, but murder was committed at Zaitself Works." Counsel for the defence protested against the mention of Zaitself Works, where Beylis was employed, as this was liable to be interpreted that the crime was committed by Jews. Beylis, upon hearing the verdict, fell to the seat sobbing convulsively.

While the jury were deliberating a memorial service for the victim, Cushinsky, was proceeding in the Cathedral, which was thronged. The Bishop urged the congregation to conform to the Court's decision. All the afternoon the streets were thronged, and the police dispersed numerous gatherings. Detachments of Cossacks were stationed in the Jewish quarters. The Governor convened a meeting of representatives of the Jews, and assured them that all attempts to provoke disorder would be immediately suppressed by armed force. Beylis remained the night in the prison.

OBITUARY.

LONDON, November 11th.

The death is announced of Sir Richard Solomon, G.C.M.G., K.C.V.O., K.C.B., High Commissioner for the Union of South Africa since 1910.

[The late Sir Richard was called to the Bar at the Inner Temple in 1879. He was Attorney-General for the Transvaal from 1902 to 1907, and Agent-General for the Transvaal from thence till 1910. He represented South Africa at the Delhi Durbar in 1901.]



## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## MEXICO AND THE UNITED STATES.

HUERTA THE IMPERTURBABLE.

New York, November 11th.

According to a telegram from Mexico City received here, President Huerta appears unmoved at the situation. He is a conspicuous figure at the cafes, and indulges in relaxation in the company of his military friends. More uneasiness is apparent at the United States Embassy than at President Huerta's Palace, where it is frequently sneeringly suggested that the United States will never intervene.

Americans declare that the waiting policy cannot long be maintained.

President Huerta merely reiterates that there will be a new election, at which neither he nor Senor Blanquet will be candidates.

## SHANGHAI AUTUMN RACE MEETING.

SECOND DAY'S RESULTS.

[FROM OUR OWN CORRESPONDENT.]

SHANGHAI, November 11th.

The weather is favouring the Shanghai autumn races, to-day being again ideal. The course is improving. Following are the results:—

THE NORTHERN CUP.—Value, Tls. 250. Second Pony, Tls. 75. Third Pony, Tls. 50. For China Ponies. Three-quarters of a mile.

Mr. Henry Morris' Castlefield (Moller) 1  
Messrs. Winsome and Hasty's The Plover (Hill) 2  
Mr. Ellis Kadoorie's Borneo Chief (Dalgarno) 3  
Time: 1.31 1/5.

THE CHINA CUP.—Value, Tls. 250. Second Pony, Tls. 75. Third Pony, Tls. 50. For China Ponies, being bona fide Griffins of this meeting. One mile.

Mr. G. N. Thomson's Paladin (Burkill) 1  
Mr. Fritz Breitung's Liebesleid (Hear) 2  
Messrs. Tong and Speelman's Kentucky (Vida) d.h.  
Mr. Ellis Kadoorie's Selangor Chief (Dalgarno) d.h.  
Time: 2.05 4/5.

THE SHANGHAI STAKES.—Value, Tls. 500. Second Pony, Tls. 150. Third Pony, Tls. 50. One mile and a half.

Mr. Ellis Kadoorie's Fijian Chief (Burkill) 1  
Messrs. Winsome and Hasty's I'm Off (Hill) 2  
Mr. W. Heinemann's Treff (Stewart) 3  
Time: 3.13 3/5.

THE PAGODA CUP.—Value, Tls. 250. Second Pony, Tls. 75. Third Pony, Tls. 50. For Griffins. One mile.

Mr. Hard's Picanniny (Mielek) 1  
Mr. Perry's Percussion (Laurence) 2  
Mr. E. V. Hobbs' Farthing Damages (Hayes) 3  
Time: 2.10 4/5.

THE LLAMA MIAU STAKES.—Value, Tls. 250. Second Pony, Tls. 75. Third Pony, Tls. 50. For all China Ponies. Two miles.

Mr. Perry's Perseverance (Laurence) 1  
Mr. Ellis Kadoorie's Mahatma Chief (Burkill) 2  
Mr. W. S. Jackson's Somerset (Vida) 3  
Time: 4.23 4/5.

THE RUBICON PLATE.—Value, Tls. 250. Second Pony, Tls. 75. Third Pony, Tls. 50. For Griffins. One mile and a quarter.

Mr. Buslin's Snowdrop (Lindsay) 1  
The B. P. Kongsi's The Pickle Bird (J. K. Brand) 2  
Mr. Dick Turpin's Vahan (Dalgarno) 3  
Time: 2.45.

THE RACING STAKES.—Value, Tls. 250. Second Pony, Tls. 75. Third Pony, Tls. 50. For China Ponies that have never been raced previous to 1st January, 1913. One mile and a quarter.

Messrs. Winsome and Hasty's The Plover (Hill) 1  
Mr. Duplex The Stag (Mordling) 2  
Sir Paul's Sunlight (Burkill) 3  
Time: 2.41 3/5.

THE SYCE STAKES.—Value, Tls. 250. Second Pony, Tls. 75. Third Pony, Tls. 50. For Griffins. Three-quarters of a mile.

Mr. Leander's Minehead (Dalgarno) 1  
Mr. C. L. Maxwell's Dice Box (Hear) 2  
Mr. White Star Nomadic (Rove) 3  
Time: 1.33 1/5.

THE SUGAR PLATE.—Value, Tls. 250. Second Pony, Tls. 75. Third Pony, Tls. 50. For all China Ponies. One mile and a quarter.

Mr. Stubbs' President (Mordling) 1  
The B. P. Kongsi's The Gay Bird (J. K. Brand) 2  
Messrs. Winsome and Hasty's I'm Off (Hill) 3  
Time: 2.38.

## THE COURT CARDS.

The Court Cards and their Joker gave their second performance at the Theatre Royal last night, before a fairly large and extremely enthusiastic house. The company is quite up to its old standard, and their entertainment is one which should draw crowded houses every night.

## HONGKONG &amp; SHANGHAI BANK.

NEW LONDON PREMISES.

For the past two years the interest of not only old China hands but of London City people has been growing in regard to the progress of the new building for the Hongkong and Shanghai Bank which it was intended to open for business on 27th October. It is situated at 9, Gracechurch Street, a few doors from the corner of Cornhill.

The new building is a handsome one, both outside and inside, but especially the latter, white and coloured marbles having been employed with fine effect for utilitarian and decorative purposes throughout the interior, while the woodwork for desks, counters and fittings is in keeping with the general design. Customers will be interested to know that the arrangement of the various departments that obtained in the old Lombard Street establishment has been followed in the new one. Entering from Gracechurch Street, one finds the counter for pass-books and current accounts on the left-hand side, with the paying cashier next, then the receiving cashier, fixed deposit department and others, until the securities department and sub-manager's room are reached. On the opposite side are the outward and inward bills departments, loans, etc. Here the most noticeable difference is the larger desk accommodation, three rows on either side behind the counters, an arrangement which will obviate the congestion experienced for so many years at Lombard Street. At the end of the ground floor facing the principal entrance are the offices of the joint managers, Sir Charles Addis and Mr. H. D. C. Jones. Both rooms are furnished in identical style—two handsome rooms in which the managers should be pleased to meet their friends and the Bank's clients. Below these rooms, a half-flight of stairs below the level of the ground floor, are the rooms for the correspondence and telegrams departments, both again affording ample space for these important and hitherto overcrowded departments. There are two basements. In the lowermost is one of the strong rooms and several rooms for the storage of documents, besides the boilers and engines for heating and lighting the building. In appearance, this reminds one somewhat of the stokehold of a steamer.

There is another strong room in the upper basement and other storage rooms; but what will attract the visitors' attention most on his first visit to this portion of the building are the very fine lavatories and other offices. Few modern buildings in London are better equipped. Another noticeable feature is the large mess room, well lighted from the street, and the latest patented arrangements for dressing and disrobing rooms. Each member of the staff will have his own locker, and the arrangements of these lockers have only to be seen to be admired. At the time of writing, the first floor was still unfurnished, or, at least, contained only some furniture convenient for the banquet "At Home" at which the managers and officers of the Bank received their numerous guests. Entrance to the upper floors is obtained by a fine flight of stairs or by lifts connecting with the ground floor and the basements. Mention should be made of the finely wainscoted and handsomely furnished committee rooms reached by a short flight of stairs from the main floor and situated immediately above the rooms of the joint managers. In the centre is a magnificent walnut table, and the white marble fireplace, beautifully carved, is indeed a work of art. In time, it is to be expected, the panels in this room may be further decorated with the portraits of the men, former directors and chief managers, who were responsible for the founding of the Bank and bringing it to its present high pitch of prosperity. When not engaged in discussing the affairs of the Bank, the members of the Committee may step out upon a white marble balcony and survey "the busy traffic of the mart" that is being transacted on the main floor of the building. The general effect produced upon the visitor to the building for the first time is one of sumptuous comfort. There is no ostentation, yet no one could leave the Bank without expressing a feeling that it is a prosperous institution of the highest standing in the banking world. Convenient for its London customers, it provides a comfortable and commodious place of business for its staff, and for many years, even in this city of fine mercantile buildings, it will retain pride of place as one of the most modern and best equipped business houses in London. On 22nd October it was opened by invitation to shareholders and the representatives of city firms doing business with the Bank, who were welcomed by the highly esteemed and ever popular London Joint Manager, Mr. now Sir, Charles Addis, and shown over the building and also entertained to an exceptionally well-prepared and well-served

luncheon. No speeches were indulged in, but the entertainment formed a remarkably pleasant meeting of many interested in China, Japan, and India. China and the trade of the Far East. Notwithstanding that for foreigners China is not what it was in the brave days of old, everyone seemed in the highest spirits, many lingering on till the afternoon was well gone.

Few if any of those who shook hands with Mr. Addis were aware that the newspapers of the next morning were to announce that His Majesty had been pleased to confer on him the honour of Knighthood, an honour which everyone who knows Sir Charles or has followed his career will say was never better deserved.

Sir Charles' honour is very much appreciated by the Bank staff, and on his arrival at Lombard Street the morning the announcement appeared in the London dailies he was accorded a rousing reception. The members of the staff ranged up at their desks, and when the new knight appeared he was greeted with ringing cheers. This unexpected and hearty reception nonplussed him for a moment, but grasping the situation he doffed his silk hat and bowed his way in real knightly fashion along the central aisle all the way from the door to his managerial room.

## KNIGHTHOOD FOR MR. C. S. ADDIS.

The King has been pleased to confer the honour of Knighthood upon Mr. Charles Stewart Addis, joint manager of the Hongkong and Shanghai Bank.

The honour conferred upon Mr. Addis will be welcomed in the City, says the *Times*, where since 1905 he has acted as one of the London managers of the Hongkong and Shanghai Banking Corporation. Charles Stewart Addis was born in 1861, and began his business career in 1880. Four years later he joined the Hongkong and Shanghai Bank, and was appointed manager of the Peking branch in 1886. He spent a considerable time in the East, and is recognized as one of the best authorities in the City on economic questions in China. In 1908 he succeeded Sir Edward Law as Censor of the State Bank of Morocco, and he is a director of the British and Chinese Corporation and the Chinese Central Railways. His name came prominently before the public recently owing to the important part which he played in the difficult and protracted negotiations, successfully completed last spring, for the raising of a big international loan for the Chinese Government.

The *Standard* says:—General satisfaction was expressed in banking circles to-day at the announcement that the honour of knighthood had been conferred upon Mr. Charles Stewart Addis, the senior London manager of the Hongkong and Shanghai Banking Corporation. It was only as recently as yesterday that many leading financial men in the City were able to give personal expression to the esteem in which Mr. Addis held by attending the inaugural function of the new officers of the Hongkong Bank in Gracechurch Street. For many years the importance of the London management of the Hongkong and Shanghai Banking Corporation has been generally recognised in Lombard Street, and it is felt that Sir Charles Addis has proved a worthy successor to the distinguished men who have held that position.

## LAUNCH AT TAIKOO DOCKYARD.

Yesterday morning the Taikoo Dockyard and Engineering Co. launched the steel screw steamer *Medusa*, which has been built to the order of Messrs. Alfred Holt & Co. for their Singapore and Deli trade. The vessel is of the awning deck type, the principal dimensions being as follows:—Length over-all, 36ft.; breadth, 31ft. 6in.; depth to awning-deck 21ft. 6in.; tonnage, gross, about 800.

Accommodation for passengers is fitted up amidships, with dining saloon. The officers' and engineers' rooms are situated aft in a steel house on the awning deck, the crew being berthed forward and the petty officers aft. The 'tween decks are arranged for carrying stowage passengers, and open spaces are fitted up for the carriage of cattle. Electric light will be fitted throughout. Triple-expansion engines of the builders' own make are being installed, steam being supplied from a large single-ended boiler. The vessel is expected to develop a speed of 12 knots.

The above vessel is a sister ship of the steamer *Circe*, which was built at Taikoo Dockyard last year for Messrs. Holt, for the same trade. The *Circe* has now been running for about 18 months and has proved a very successful craft.

## SUPREME COURT.

IN APPELLATE JURISDICTION.

Before the Full Court, Sir Wm. REES DAVIES, K.C. (Chief Justice), and Mr. JUSTICE H. H. J. GOMPERTZ (Puisne Judge).

## QUESTION OF SECURITY.

The case was mentioned of Ho Shan Yan, by Ho Cheng Shi, his next friend, curator, and guardian and administrator of the estate and effects of Ho Wo Lam, alias Ho Wan Ping, deceased (*in forma pauperis*), and Ho Lan Lam, alias No Ngok Lan. Judgment was made for an order for security of costs in Chambers and defendant appealed against that order.

Mr. C. G. Alabaster, instructed by Mr. Reader Harris (of Messrs. Wilkinson & Grist) was for the defendant, and Mr. M. W. Slade, K.C., and Mr. F. C. Jenkin, instructed by Mr. Haywood (of Messrs. Leo D'Almada e Castro), supported the application.

Mr. Alabaster explained that of the 24th October judgment was given against the plaintiff in that case, and he now appealed against that decision. He then proceeded to quote law on the matter and a lengthy legal argument followed. Judgment was reserved.

## LUKONG CHARGED WITH MANSLAUGHTER.

SEQUEL TO A GAMBLING RAID.

At the Magistracy yesterday, before Mr. J. R. Wood, a Chinese constable, by name Lau Cheung, was charged with the manslaughter of Li Sam, during a gambling raid on the *Praya East*.

At the inquest on the deceased evidence was given that the deceased was struck, kicked, and prodded with a truncheon, the present defendant being identified by the witnesses as the man who assaulted him, and the jury expressed the opinion at the close that the man had been struck, whereupon the present charge was brought.

Mr. Crew (of Messrs. Hastings & Hastings) appeared for the prosecution, and Mr. W. E. L. Shenton (of Messrs. Deacon, Lockyer, Deacon & Harston) defended.

The Medical Officer at the Mortuary, Dr. MacFarlane, gave evidence concerning his examination of the body of the dead man. There was a bruise on the top of the head, such as might have been caused by a fall, bruises on both knees in front, and the left kneecap was displaced. There were no other visible bruises. The skull was not fractured, and the brain showed no signs of injury. The heart was flabby and fatty. The liver, spleen, and kidneys were all diseased, showing chronic venous indigestion. Death was due to shock acting on a fatty heart.

In reply to Mr. Crew, witness said he was aware of the allegations of the prosecution, that deceased either met his death by being thrown down to the ground or that whilst on the ground he was prodded with a truncheon by a Chinese constable, but he saw no bruises or marks to bear out the allegations. He thought that even a slight blow might have caused death in the general condition of the deceased's health. Very slight blows might have been inflicted by the truncheon without producing bruises. A bruise more often showed when a bone was next the skin.

In answer to Mr. Shenton, the doctor said that the mere hue and cry raised when the police raided the premises might have caused the shock and then death. Any sort of shock, he thought, might have caused the death of the man. If the deceased had been prodded hardly he would have expected to find some bruises on his body.

Evidence was then taken of a similar nature to that given at the inquest, and the case was adjourned.

## SUICIDE OF A PORTUGUESE POET.

A special telegram to the *Excelsior* (Paris) on the 17th ult. from Genoa stated that the Portuguese Consul, General Joaquim Araujo, committed suicide at midnight by shooting himself at a cafe. He was well known as a poet.

## THE DISSOLUTION OF THE KUOMINTANG.

THREE HUNDRED MEMBERS UNSEATED.

The *N.Y. Daily News* correspondent sent the following telegram on the 6th inst.:

Three long Presidential Mandates were issued last night. They are of a momentous character and deal with President Yuan Shih-kai's position relative to Parliament, denounce the Kuomintang and order its dissolution. The name of C. T. Wang is specially mentioned. The police were at his house all last evening and his arrest is expected. The three Mandates, which were published just before midnight last night, contain a total of 6,500 characters. All the Chinese secretaries to-day are busy engaged translating the Mandates. The following are extracts taken from a comprehensive summary which appeared in the *Peking Daily News* this morning.

**PLOTTING AT HEADQUARTERS.**  
The first Mandate states that the Chief Court Martial has submitted several dozen coded telegrams which were exchanged between Li Lich-chun and Hsu Hsiu-chun and other Members of Parliament in Peking. The President is greatly struck with the monstrous iniquity of these communications and attributes the recent rebellion to plotting at the headquarters of the Kuomintang.

He attributes to the Kuomintang the intention to invite foreign intervention after the outbreak of the rebellion and to secure the separation of north and south. The President, being contrasted with the grave task of preserving peace, cannot adopt a passive attitude and allow evildoers to continue having their own way. He therefore orders the headquarters of the Kuomintang to be closed (the police last evening searched the Kuomintang quarters and secured papers. They sealed the premises. Rumour states that bombs were found, but this is not confirmed), while the Tutubs and police authorities of the provinces are ordered to close the branches within seven days.

**TO BE HELD AS REBELS.**  
The Kuomintang party throughout the country shall be dissolved and anybody issuing printed matter or making speeches or holding secret meetings in the name of the Kuomintang shall be dealt with as rebels.

The Kuomintang Members of Parliament whose names were on the list of the party after the outbreak at Hukow are all deprived of their seats, and the Minister of the Interior, Yang Tu, is ordered to give instructions to the election authorities to send fresh candidates to fill the vacant places.

The effect of the order will be to depose nearly 300 members.

**ILLEGITIMATE WORK.**  
The second Mandate denounces the Kuomintang as a party that used illegitimate means of inducing people to join it. The President is compelled to dissolve it because he feels that the country could never be safe while such a party is in existence.

He admonishes the provincial authorities not to debar really capable and upright persons from holding office simply because they were once members of the Kuomintang. Magistrates are ordered to warn people not to take the opportunity to avenge private wrongs upon former members of the Kuomintang.

**THE STORY OF THE PARTY.**  
The third Mandate is the longest issued since the revolution. It traces the transition of the Tungmenghui into the Kuomintang and mentions the President's supposition that the latter would no longer partake of the nature of a secret society, but that he has been grievously disappointed.

When ordered to expel rebel members the Kuomintang only excommunicated a few leaders, retaining General Niu Yung-chien and forty-nine others who actively led the rebellion, thereby proving their desire to ignore the Presidential will.

Here follows a summary of the above-mentioned telegrams, relating to measures for opposing the President, the distribution of money among Kuomintang Members of Parliament, the occupation of the southern provinces for the defence of the Central Government and detailed plans of rebellion.

The mandate proceeds that members of the Kuomintang took advantage of their position as legislators to devise means to protect rebel associates by introducing Bills for the protection of Members of Parliament. It states that Chang Chi and Wang Chong-ting joined Dr. Sun Wen and General Hsiang Hsing in an attempt to destroy the Quintuple Loans, their object being to make the country bankrupt.

Kuomintang members also refused to ratify the Sino-Russian treaty, all their actions being calculated to overthrow the Government.

## THE PRESIDENT'S OATH.

After further relation of the offences of the Kuomintang, the Mandate declares that persons once belonging to this party who repent and start their lives afresh and betake themselves to peaceful pursuits shall not be harmed. It concludes:—

"I the President, swear faithfully to adhere to the policy expressed in my inauguration speech. I will instil new life into the Republican Government, so that the people and the country shall for ever enjoy peace and prosperity."

The three Mandates are signed by the President, the Premier and the Minister of the Interior. The Premier is stated to have signed under duress. The effect of the first Mandate is to unseat about 300 members in both Houses, thereby practically eliminating all opposition to the production of a Constitution consonant with the wishes of the President. Reserve candidates will take the places of those unseated, but the probability is that many of these reserve members are of the same political colour.

**AN UNCONSTITUTIONAL STEP.**  
The remarkable step taken by the President is decidedly unconstitutional, but the persons affected, so far as can at present be judged, do not complain and indeed appear to have regarded something of the kind as inevitable.

It should be observed that some of the motives attributed in the Mandates to the Kuomintang leaders are not correct, while it is obviously unnecessary to saddle the whole guilt where possibly only a few are guilty. The authenticity of the incriminating telegrams is of course not established in a law court.

Foreign official opinion is reserved on the matter, as it concerns internal affairs. But the disposition is to approve whatever steps the President thinks necessary for the security of the Government. Whether the means to that end now employed will result in strengthening Yuan Shih-kai's position, or in making his future task more difficult, remains to be seen. The air is full of rumours regarding the dissolution of Parliament and changes in the Ministry. But these should be accepted with reserve.

Some members of the Kuomintang have been missing from their homes since yesterday, but there is no information to show that they have been arrested. There were no quorums in either House to-day, but an informal meeting with closed doors was held by the Chungyuan (House of Representatives).

## PRESIDENTIAL ADDRESSES.

This morning's *Official Gazette* contains the rules to be observed by persons granted an audience by the President. They are worded in the Imperial manner and provide the positions to be taken at various points of the compass, bowings at set moments and so forth. They are doubtless intended to cover the forthcoming first visits of the foreign plenipotentiaries, and it will be interesting to see how far they prove acceptable to the Diplomatic Body.

Yesterday the House Controller of the Imperial Household, Yuan Hsu, was besieged by a crowd of several thousand Manchus, who declared themselves without money, clothes or food, owing to the Government not having made the promised provision for them.

## INTIMATIONS

## THE COMING

## WHISKY

## OF THE FAR EAST.

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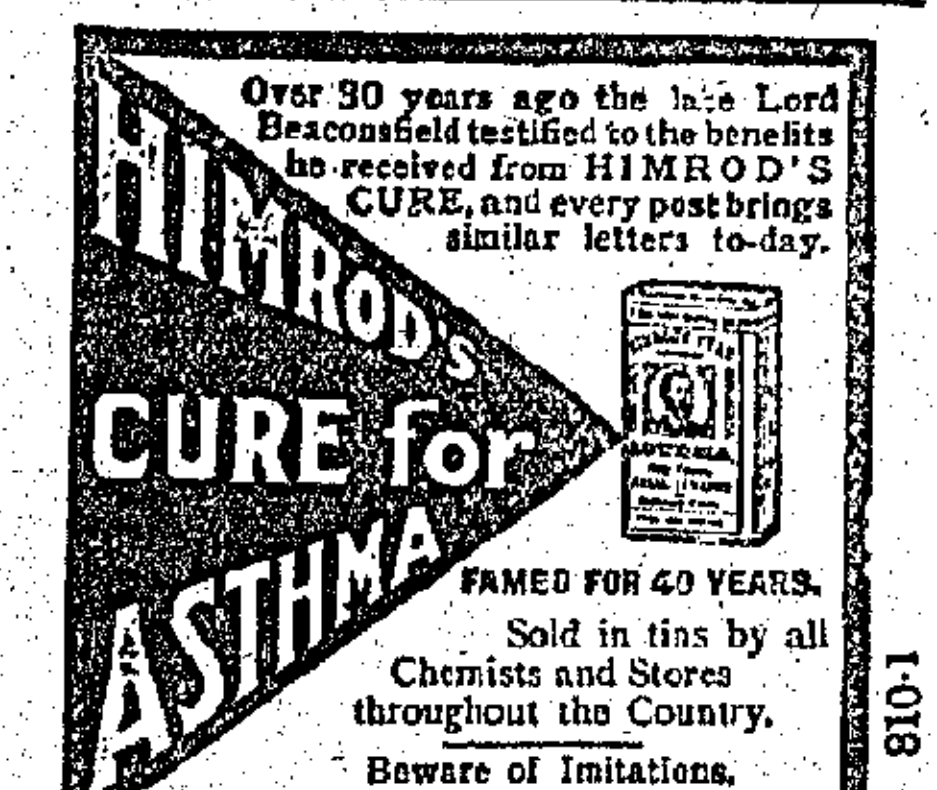


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**THE NEW FRENCH REMEDY.**  
**THERAPION No. 1**  
CURES: RHEUMATISM, GOUT, GRAVEL, MIGRAINE, NEURALGIA, SCIATICA, BRUISES, SWELLINGS, INFLAMMATIONS, BURNS, SCALDS, SORES, ETC.  
**THERAPION No. 2**  
CURES: CHRONIC BRONCHITIS, ASTHMA, COUGHS, COLIC, DIARRHOEA, DYSPEPSIA, INDIGESTION, LIVER COMPLAINTS, NERVOUS AFFECTIONS, PAIN IN THE BACK, RHEUMATISM, SCIATICA, ETC.  
**THERAPION No. 3**  
CURES: CHRONIC BRONCHITIS, ASTHMA, COUGHS, COLIC, DIARRHOEA, DYSPEPSIA, INDIGESTION, LIVER COMPLAINTS, NERVOUS AFFECTIONS, PAIN IN THE BACK, RHEUMATISM, SCIATICA, ETC.  
**THERAPION No. 4**  
CURES: CHRONIC BRONCHITIS, ASTHMA, COUGHS, COLIC, DIARRHOEA, DYSPEPSIA, INDIGESTION, LIVER COMPLAINTS, NERVOUS AFFECTIONS, PAIN IN THE BACK, RHEUMATISM, SCIATICA, ETC.

**HONGKONG TIDE TABLE.**  
From 12th to 18th November, 1913.

Days of Week	Day	HIGH WATER			LOW WATER		
		H. Time	M. Time	Ft. in.	L. Time	M. Time	Ft. in.
Wed.	12	h. m.	ft. in.	h. m.	ft. in.	h. m.	ft. in.
		8 41	5 7	2 23	2 33	2 23	2 29
Thurs.	13	8 41	5 7	2 23	2 33	2 23	2 29
		9 13	5 6	3 9	2 44	2 34	2 40
Fri.	14	9 13	5 6	3 9	2 44	2 34	2 40
		9 56	5 4	3 46	2 55	2 45	2 51
Satur.	15	9 56	5 4	3 46	2 55	2 45	2 51
		10 43	5 1	4 25	3 20	3 10	3 16
Sun.	16	10 43	5 1	4 25	3 20	3 10	3 16
		11 39	4 8	5 7	3 56	3 46	3 52
Mon.	17	11 39	4 8	5 7	3 56	3 46	3 52
		12 24	4 4	6 50	4 44	4 34	4 40
Tues.	18	12 24	4 4	6 50	4 44	4 34	4 40
		11 10	8 3	4 54	4 44	4 34	4 40

ON SALE

**FOUND VOLUMES OF THE HONGKONG DAILY PRESS, JANUARY TO JUNE, 1913.** With Index. Price \$7.50.  
On Sale at the "HONGKONG DAILY PRESS" Office.  
Hongkong, 30th July, 1913.

## EAST v. WEST.

THE YELLOW RACE PROBLEM IN BRITISH COLUMBIA.

Sir Richard McBride expressed to a *Daily Graphic* representative recently his confident hope that the Oriental problem in British Columbia would be set right without international complications. It is one of the many questions the Premier has been dealing with during his visit to England, which ends to-day. British Columbia in this respect has a good deal in common with the State of California, which recently had considerable controversy over legislation at Sacramento with regard to the acquisition of real estate by Japanese settlers. "In British Columbia," explained Sir Richard to the *Daily Graphic* representative, "it is both a social and an economic question. We are treating it as a matter of local concern. We who are charged with the settlement of the lands and the development of the fisheries and mines and forests, and have constitutional authority to deal with these industries, feel that we are in duty bound to preserve their development for the white peoples. Our desire all the time is to build up a strong British community composed of the white race. Our accomplishment of that purpose would be greatly impaired, if not rendered impossible, if we encouraged the settlement of an unlimited number of persons who may cross the Pacific."

WHERE THE YELLOW MAN WINS. "Everyone knows that the Japanese or the Chinese can sustain himself on a great deal less than even the thriftiest of our own people; consequently if we come into competition in the labour market, the white man loses, and the yellow man wins. For this economic reason, no other course is possible than the one we have pursued, resolutely prohibiting to Asiatics any substantial part in our local affairs. "It is impossible for white and yellow blood to assimilate. That is the national aspect of the question. The two races cannot marry. We cannot build up a population through a mixture of that kind. No one is to be found on the Pacific Coast who would attempt such assimilation. Our attitude, however, is in no sense offensive to Japan or China. The subjects of both those Powers have the protection of law in British Columbia, and many of their settlers have won the respect of the community. Nor can we see where there is the least justification for interference by the Japanese or the Imperial authorities in the work we have undertaken to do. The Japanese do not desire the settlement of Britishers in Japan; our feeling with regard to Japanese immigration is only the same as that felt by Japanese towards white settlers. Japan is for the Japanese, and Canada for the Britisher."

Downing Street, no less than Ottawa, realises that the people of the Far West are firm in their convictions on this subject of Oriental immigration. The question of immigration is one that so far the Parliament of British Columbia has not been able to deal with efficiently, but we are in hopes that without any international complications it may yet all be set right."

CANADA AND THE NAVY. There was a large attendance at the City Carlton Club's "one-hour lunch" yesterday in honour of Sir Richard McBride. Mr. Worthington Evans, M.P., presided. The company included Sir John Barker and Mr. T. P. O'Connor. Speaking of trade, Sir Richard McBride said that while 40 per cent. of Canada's exports came to Great Britain, only 20 per cent. of Canada's imports were from the Motherland. As a Canadian keen on a theme of Empire, he strongly suggested a better adjustment of things. He also advised British firms to show greater elasticity. "Don't send us things you make, but send us articles we need, and if you have not got them make them." Referring to railway expansion, he said the Panama Canal would bring many advantages to British Columbia, which was an illimitable warehouse of the world's essentials. The future of the Dominion was never brighter; and there never was a time when the Imperial question deserved so prominent a place. As a Canadian, he was assured of his countrymen's support in the proposed Navy Bill. "From what I can learn and see," he declared amid loud cheers, "you may expect that the subject will be taken up again by Mr. Borden, and in substance there will be forthcoming from Canada in the next few months what was expected in the spring."

## THE JAPANESE NAVY AND ARMY.

MORE COSTLY EXPANSION DISCUSSED.

According to the *Tokyo Asahi* it is an open secret that Japan is determined to enlarge her navy at the ratio of twelve against twenty-one battleships of the United States. At present the Japanese military authorities are also making up their programme by taking Russia as a standard. As a result of the recent tour of inspection made by Major-General Akiyama in Mongolia and East Siberia the Premier Yamamoto is reported to have abandoned his policy in that direction and to have realized the necessity of strengthening Japan's position on the Continent from a military standpoint. Meanwhile the Japanese naval authorities are alarmed by the news that Russia has decided to enlarge her navy on a large scale and in the next session of the Imperial Diet a Bill for enlarging the navy is expected to be submitted by the naval authorities.

The *Chugai Shingyo* says that according to the new naval programme, particulars of which have not yet been made public, the annual defrayment will be as follows:—

	Yen.
1913	6,000,000
1914	6,000,000
1915	14,000,000
1916	51,000,000
1917	13,000,000

Total 93,000,000

The paper further states that in future the Japanese naval authorities contemplate organizing two Battleship Squadrons, each comprising eight vessels of some 30,000 tons each. The expenditure for a battleship is ¥30,000,000. In naval circles the view is expressed that the Amortization Fund, which is fixed at ¥50,000,000 each year for the redemption of foreign and domestic loans, should be abolished and that part of the fund be utilized for the expansion of armaments. —*Japan Gazette.*

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**PRECIPITATED CHALK** (Calc. Carb. Precip.)  
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**NATURAL MINERAL WATER**  
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**VICHY CELESTINS**  
In bottles and half bottles. For Kidney and Kindred troubles, bladder trouble. — Gout. — Gravel. — Arthritis.  
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**REFUSE SUBSTITUTES. MENTION NAME OF SPRING REQUIRED**  
**VICHY-ETAT PREPARATIONS**  
**VICHY-ETAT SALT** Natural salt from the waters. In tins and bottles.  
**VICHY-ETAT TABLETS** 2 or 3 after meals make digestion easy.  
**VICHY-ETAT COMPOUNDS** to make your own digestive aerated water.

## LADY'S ADVENTURES IN CHINA.

Having just returned to England from an adventurous trip of two years' duration in China and Mongolia, Mrs. Bulstrode has narrated some interesting experiences to a newspaper representative. She states:—

The qualities required when off the beaten track in those countries are courage, perseverance, good temper, and a sense of humour. The Chinese coolie becomes friendly and obliging once his humour has been tickled. "I went into places where no white people had ever been seen," said Mrs. Bulstrode, "and was able to get into touch with the real life of the people." Starting with six coolies and a boy I set off into the province of Fukien, a country as primitive as you can find anywhere. The only means of conveyance was a sedan chair, and the average rate of progress was about four miles an hour, with every chance of being deposited in the village street when the bearers felt inclined for their midday meal. Then a curious and evil-smelling crowd would press closely round, flogging clothes and jewels, and by the time I had finished I had become quite indifferent to dirt and smells. Curiosity is one of the most trying characteristics of the Chinese. It was the only thing that ever led them to commit a breach of good manners; otherwise they are the most courteous people I have ever met. "I had one or two narrow escapes. Once, in an anti-foreign district, great exception was taken to my camera. For

said the people, if I put their heads into the black box, and sent them away over the water their bodies would have to follow, and they did not want to leave their homes. It was rather an uncomfortable moment, but ultimately I put away my camera, and they left me alone. Once or twice I diverted attention by doing lightning caricatures that put them into a good temper at once."

In Mongolia the method of travelling is only to be recommended to people untroubled by nerves. A few boards nailed across solid wooden wheels served for a conveyance, said Mrs. Bulstrode. Across the shafts runs a long pole, which Mongol runners, men and women, place across their stomachs, and then, three abreast, six in all, dash along such narrow tracks as exist, charging boulders with unconcern, utterly heedless of the passengers, who hold on as best they can. Our stopping places were Mongol encampments, where the hospitality was almost friendly, beautifully dressed with gorgeous jewels and silk robes, but their huts were filthy.

The "new woman" of China is a creature to be avoided, in Mrs. Bulstrode's opinion. The reaction from comparative slavery to freedom in accordance with Western ideals has been too much for her. She has thrown her natural modesty to the winds, and is both noisy and vulgar. At present she is in the minority, and only found in the big towns and ports, and is looked upon with considerable disfavour by her men folk.

**THE MOUTRIE PIANO**

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UNSURPASSED FOR  
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**MR. BRION**, Nos. 9 and 10, PEAK, Unfurnished. 6 Rooms. Cheap rental, from 1st December. Newly Painted and Colour-washed. "ROGATE," Austin Road, Kowloon: Unfurnished.  
No. 68, PEAK, MOUNT KELLETT (Church Mission Society Bungalow), from 1st October, 1913, till 30th May, 1914. Partly Furnished. Cheap rent.

**FOR SALE OR TO LET.**  
(From 1st November, 1913.)  
No. 1, GOUGH HILL, No. 103, PEAK, Bungalow, containing Drawing, Dining and Smoking Rooms and Five Bedrooms. With Ground for Tennis Court.

**FOR SALE.**  
"HARTING and ROGATE," on part of Kowloon Island Lot No. 1154.  
Apply to—**LINSTEAD & DAVIS,** 3rd Floor, Alexandra Buildings, Hongkong, 10th October, 1913. [64]

**VESSELS EXPECTED.**

**THE AUSTRALIAN MAIL.**  
The N.Y.K. str. *Kumano Maru* (Australian Line) left Sydney for this port via ports on the 29th October, and is expected here on the 17th November.

The E. & A. str. *St. Albans* left Sydney on the 29th October, for this port (via Queensland Ports, Port Darwin, Timor and Manila), and may be expected to arrive here on or about 22nd November.

**THE CANADIAN MAIL.**  
The C.P.R. str. *Empress of India* left Shanghai on the 10th November, at 3 p.m., and is due to arrive here on the 13th November, at 3 a.m.

**THE GERMAN MAIL.**  
The I.G.M. str. *York*, carrying the German mails, with dates from Berlin of the 18th October, left Singapore on the 8th November, at 11 a.m., and may be expected here on or about the 12th November, at 6 p.m.

**MERCHANT STEAMERS.**  
The N.Y.K. str. *Inaba Maru* (Bomby Line) left Kobe for this port via Shanghai on the 4th November, and is expected here on the 12th November.

The N.Y.K. str. *Kirin Maru* (Calcutta Line) left Yokohama for this port via ports on the 1st November, and is expected here on the 13th November.

The str. *Indrakala* left Sabang on the 8th November, and is due here on the 13th November.

The Swedish East Asiatic Co.'s chartered str. *St. Helene* left Singapore on the 5th November, and is expected to arrive here on the 13th November.

The N.Y.K. str. *Kamakura Maru* (Bomby Line) left Bombay for this port via Singapore on the 27th October, and is expected here on the 14th November.

The H.A.L. str. *Istria* left Singapore on the 8th November, a.m., and may be expected here on or about the 14th November, a.m.

The P. & O. str. *Sardinia* left Singapore for this port on the 8th November, at 2 p.m., and is due here on the 14th November, at about 6 a.m.

The N.Y.K. str. *Kashima Maru* (European Line) left Yokohama for this port via ports on the 5th November, and is expected here on the 17th November.

The American and Manchurian Line str. *Kajue* left New York on the 10th October, and is due here on or about the 25th November.

The Swedish East Asiatic Co.'s str. *Canton* left Port Said on the 4th November, and is expected to arrive here on the 2nd December.

The N.Y.L. str. *Hitachi Maru* (European Line) left London for this port via ports on the 25th October, and is expected here on the 3rd December.

The American and Manchurian Line str. *Kandahar* left New York on the 25th October, and is due here on or about the 15th December.

The str. *Glenstrae* passed the Suez Canal on the 28th October, for Hongkong via Straits.

**INDO-CHINA STEAM NAVIGATION CO., LTD.**  
*Footscary*, from Calcutta, is due in Hongkong 16th November.  
*Hopsang*, from Chingwantao, is due in Hongkong 12th November.  
*Lokang*, from Wuhu to Canton, passed Wussong on the 13th November, at 11 a.m.

*Laisang*, from Calcutta, is due in Hongkong 16th November.

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**FOUR-ROOMED HOUSES** in Granville Avenue and Salisbury Avenue, Kowloon. Cheap rentals.  
A FURNISHED FLAT in Nathan Road, Kowloon, from 1st January next.  
SHOP with GODOWN attached, Nathan Road, Kowloon. Kowloon Marine Lot No. 48, with WHARF.  
"HIGHLANDS," Kimberley Road, Kowloon. SIX ROOMS, Tennis Court, from 1st December next.

Apply to—**HUMPHREYS ESTATE & FINANCE Co., Ltd.** Alexandra Buildings, Hongkong, 12th November, 1913. [1313]

**TO LET.**

**NO. 151, MAGAZINE GAP, PEAK.**

Apply to—**SPANISH DOMINICAN PROCUATION**, Hongkong, 11th November, 1913. [1311]

**TO LET.**

Until 31st December, 1914.

**SHOP and 1 ROOM**, on 1st Floor of 56, Queen's Road Central.  
Apply to—**D. CHELLARAM**, 39/40, Queen's Road Central, Hongkong, 11th November, 1913. [1312]

**TO LET.**

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Apply to—**H. E. POLLOCK**, 5, Queen's Road, Hongkong, 10th November, 1913. [1310]

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Apply to—**A. S. WATSON & Co., Ltd.** Hongkong, 22nd August, 1913. [996]

**TO LET OR FOR SALE.**

**GODOWNS** at 98, 99A, 99 and 99A, Praya East.  
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**TO LET.**

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FLEATS, "WILD DELL," Wanchai Road. "HOMESTEAD," No. 45, Peak. Immediate possession.  
Apply to—**SANG KEE**, Care of COMPTON'S DEPARTMENT, Hongkong and Shanghai Bank, Hongkong, 28th October, 1913. [983]

**TO LET.**

**SHOP**, No. 12, Queen's Road Central.

Apply to—**No. 9, MOUNTAIN VIEW, PEAK**  
Apply to—**M. J. D. STEPHENS**, Hongkong, 17th July, 1913. [722]

**TO LET.**

**"RANFURLY," No. 11, Conduit Road.**

**GODOWN**, 153, Praya East.  
**GODOWNS**, 94, Wanchai Road, 102, Praya East.  
Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.** Hongkong, 29th October, 1913. [65]

**TO LET.**

**UNFURNISHED**, No. 3, MOUNTAIN VIEW.

Apply to—**DENISON, RAM & GIBBS**, Hongkong, 17th October, 1913. [1217]



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## SHIPPING IN PORT.

### STEAMERS.

ANGHIN, German str., 1,001, Cvrdes, 7th November—Bangkok 27th October, November, Rice.—Butterfield & Swire.  
ANHUI, British str., 1,350, J. B. Harris, 6th November—Shanghai 6th November, General.—Butterfield & Swire.  
ARIAKE MARU, Japanese str., 2,183, Sato, 10th November—Mitsui Bussan Kaisha.  
BOMBAY MARU, Japanese str., 3,299, 20th November—Singapore 29th October, General.—Nippon Yusen Kaisha.  
DILWARA, British str., 3,460, G. N. Ramage, n.s.s., 9th November—Calcutta 24th October, General.—David Sassoon & Co.  
ELSWETH, German str., 991, Berg, 10th November—Bangkok 3rd November, Rice.—Jensen & Co.  
FAUSANG, British str., 1,476, H. S. Malkin, 8th November—Bangkok 1st November, Rice.—Jardine, Matheson & Co.  
FEICHING, Chinese str., 979, A. A. Crawford, 4th November—Tientsin 29th October, General.—Chinese.  
HANGSANG, British str., 1,366, S. Wilde, 7th November—Bangkok 21st October, Rice.—Jardine, Matheson & Co.  
HINSANG, British str., 2,935, Kennedy, 2nd November—Kantsu 27th October, Coal.—Jardine, Matheson & Co.  
JANETA, British str., 2,779, H. G. A. Timmis, n.s.s., 7th November—Cardiff 27th September, Coal.—Doddwell & Co.  
HELEN, German str., 771, J. Jensen, 8th November—Swatow 8th November, General.—A. B. & Co.  
HONGKONG, French str., 739, Marquerite, 8th November—Haiphong 6th November, General.—A. B. & Co.  
KINOKU MARU, Japanese str., 3,778, M. Fujimoto, 6th November—Mojji 2nd November, Coal.—Mitsui Bussan Kaisha.  
KOLYA, German str., 1,168, Williamson, 8th November—Manila 4th November, General.—A. B. & Co.  
KURONOME MARU, Japanese str., 2,985, Nakamura, 6th November—Mojji 31st October, Coal.—Suzuki & Co.  
KYODO MARU, Japanese str., 1,065, S. Morisaki, 3rd November—Nagasaki 26th October, Coal.—Mitsui Bussan Kaisha.  
LANDRAT SCHIFF, German str., 1,061, A. Struve, 6th November—Saigon 2nd November, Rice.—Siemens & Co.  
MINNESOTA, American str., 2,071, T. W. Carlick, 10th November—Seattle 7th October, General.—Nippon Yusen Kaisha.  
NUEDES, British str., 2,995, Peters, 10th November—Subang 26th October, Case Oil.—Doddwell & Co.  
RAJAH, German str., 2,028, Rosiefsky, 5th November—Bangkok 25th October, Timber and Rice.—Butterfield & Swire.  
SABINE RICKMERS, Dutch str., 573, B. M. Jagt, 5th November—Focchow 3rd November, Ballast—Asiatic Petroleum Co.  
SATANTA, British str., 3,354, S. R. McRay, 10th November—San Francisco 11th October, Bulk Oil.—Standard Oil Co.  
SUNGKANG, British str., 987, Robinson, 3rd November—Hohow 6th November, General.—Butterfield & Swire.  
TAISHUN, Chinese str., 1,216, R. Paramore, 6th November—Shanghai 2nd November, Mail and General.—Chinese.  
TAISHU MARU, Japanese str., 2,937, Shimidzu, 3rd November—Wetshaiwei 26th October, Beans—Mitsui Bussan Kaisha.  
TAIWAN, British str., 1,042, Jenkins, 8th November—Saigon 4th November, Rice.—Chinese.  
TAMBA MARU, Japanese str., 3,802, J. Teranaka, 9th November—Shanghai 6th November, General.—Nippon Yusen Kaisha.  
TAMBOV, Russian str., 2,908, Alexieff, 10th November—Singapore 3rd November, General.—Russian Volunteer Fleet.  
TELMACHUS, British str., 1,340, A. Fraser, 5th November—Saigon 31st October, General.—Chinese.  
THONGWA, British str., 3,423, Robins, 9th November—Mojji 4th November, Coal and General.—David Sassoon & Co.  
TUTAROM, Dutch str., 3,687, J. N. Bouman, 10th November—Macassar 2nd November, Sugar.—Java-China-Japan Lijn.  
TUNGSHING, British str., 1,172, Hussy, 7th November—Bangkok 20th October, Rice.—Jardine, Matheson & Co.  
UNEKI MARU, Japanese str., 2,975, J. Tanaka, 1st November—Yam 21st October, Sugar.—Mitsui Bussan Kaisha.  
WINGSANG, British str., 1,517, J. H. Lishman, 9th November—Bangkok 1st November, Rice and Meal.—Jardine, Matheson & Co.  
YODO MARU, Japanese str., 1,350, K. Yokota, 6th November—Hongay 4th November, Coal.—Bradley & Co.

## BRITAIN'S GRE. AT NEW WARSHIP.

### THE OIL-BURNER SUPER-SHIP.

H.M.S. Queen Elizabeth, the super-ship of the British Navy, was launched at Portsmouth last month by Lady Meux, wife of the Comm. under-in-Chief. Enormous crowds witnessed the ceremony. So huge was the battleship's bulk that the launching-stand had to be moved back, until it towered over the roof of an adjoining workshop. Up in this cypress Lady Meux, surrounded by a brilliant company of naval and military officers and their ladies, broke the flower-garlanded bottle of wine on the ship's stem. The brief religious service over, Lady Meux cut a cord, down fell a heavy weight, knocking out the retaining dog-shore with a heavy thud, and releasing the ship, which began to run down the ways amid the cheers of the spectators and the music of the bands. Seven thousand odd tons the vessel's hull weighed as it took the water, and there was an anxious time for the officials until the great mass was safely afloat. Splintering heavy timber into match-wood as she slid over the ways, the Queen Elizabeth took the water splendidly, but as she plunged in, so great was her bulk and weight, the displacement of water caused a heavy backwash that sent big waves rolling up on the shores long distances away from the launching place, tossing heavy ships about as though they were cockle-shells.

### STRIKING CHARGES.

The Queen Elizabeth is the largest British battleship ever launched, and her design embodies some striking new features which make her the most up-to-date warship in the world. She will, for example, be the first vessel to be armed to fight aircraft (a battery of specially designed guns are given her for this purpose) and to be protected against them as well, for in action all her crew will be under cover of a central battery, which gives overhead protection from dropping bombs, as well as side protection against gunfire. Again, she will be the first ship to mount the new 15-inch guns, of which she is to carry four pairs. The offensive power of this weapon is enormous. Her torpedoes, fired from four tubes, will be of the latest two-hy-draulic pattern. Heated air propelled them, and they have a long effective range, with double the speed of the older weapons. For speed and accuracy, in fact, there is no torpedo in existence like them. The appearance of the ship shows that she is built for speed. Her bows differ from those of the other super-Dreadnoughts, and her lines show that sustaining high speed has been one aim of the ship's designers.

### FIRST OIL BATTLESHIP.

She will burn oil fuel only, being the first battleship in the world to do this. It is anticipated that oil alone will enable her to maintain a steady twenty-eight knots per hour without any of the falling off and spurring up again that occurs in coal-burning ships. The Queen Elizabeth will be 640 ft. long. She displaces 27,600 tons, and has a beam of 94 ft. Her secondary armament for use against torpedo craft will be sixteen six inch quick-firing guns of a new pattern, which can be relied on for straight-hitting at 10,000 yards range. The great battleship which Lady Meux launched at Portsmouth has one feature which distinguishes her from all her predecessors. She is driven by oil fuel only. By that means it has been possible, without largely increasing displacement and while increasing her gun-power, to give her the speed of a battle-cruiser. She is designed for 25 knots; she is expected to make 28. Her characteristics are as follows:—

	Displacement (tons)	Speed (knots)	Armament (inches)	Range (miles)
Queen Elizabeth	27,600	25	15-in.	15,000

The weight of broadside is that of her big guns only. The Queen Elizabeth is far ahead of all contemporary ships except the Japanese *Fuso*, which is superior in weight of broadside, but inferior in speed. Her superiority to the German *König* is overwhelming, but it is only fair to say that the newer ships of the German Navy will make a much nearer approach to her.

The most interesting point about the Queen Elizabeth class, however, is their complete reliance on oil fuel. They are designed for a special purpose, as the fast wing of a battle-fleet, in which fact is contained an interesting revelation as to the evolution of tactical thought in the Navy. Oil will give them not only a much higher speed, however, but also a largely increased radius of action. It is estimated that the Queen Elizabeth will exceed the Dreadnought by about 60 per cent., and the Dreadnought steamed to the West Indies at high speed and had 1,000 tons of coal in hand on arrival. It is, therefore, obvious that, so soon as we have assured sources and stores of oil, such ships as these will be pre-eminently fitted for the "whole-world service" of the Empire.

At present, however, we have not these sources and supplies, and they are not yet in sight. Most people, therefore, regard the return to coal in the new class of battleships as a return to sanity.

Let us now endeavour to forecast what the Queen Elizabeth signifies for the future. Is she, or is she not, in the true line of evolution? Or is she the last word of a type likely to disappear?

Although, for the time being, there is a return to coal, she heralds the coming of the oil age. The advantages are too precious to be thrown away, and, when the oilfields of the British Empire in the East are fully developed, the Imperial Patrol, based on Singapore or some such port, and guarding the outer marches of the Empire, may well be an oil-burning fleet. It will be thus better equipped to traverse long distances, and it will require a much smaller personnel, thus overcoming one of the main difficulties in the way of an Empire Fleet. But the steam-driven vessel using oil as fuel is but the product of a transition period. The internal combustion engine is the next step, with all its manifold advantages—further reduction of personnel, greater invisibility, wider arc of training for the guns. That is not far distant. And when internal combustion

engines of sufficient power to drive big ships are perfected, there is no reason why the principle of the submarine should not also be adapted to them.

### THE BIG SHIP.

Submarines already approach 1,000 tons in displacement, mount guns, carry "wireless." It only needs a suitable engine for them to progress to tonnage of twenty thousand tons. The big ship there will always be; but there is no reason why the big ship should not have the advantages of invisibility on approach and invulnerability which the power of submergence will give her. At first we shall go back in tonnage. The clearing away of funnels, the saving of weight in machinery, and the decrease in the number of personnel will enable the offensive power of the Queen Elizabeth to be obtained on a much smaller displacement. But the old process will only begin again, and large sizes will once more be reached.

But looking far ahead, it is possible to anticipate the day when Navies will consist of whales and sea-birds, manœuvring either the air or on the water or beneath it. If so, the Queen Elizabeth represents the last word of the old type, in so far as she is of unperforated armament and speed, and the first word of the new, in that she is to burn the fuel which will render possible the later developments foreshadowed.

### FOOTBALL.

#### D.C.L.I. BAND v. D.C.L.I. BUGLERS.

Played at Happy Valley yesterday. The rivalry between the two sides and the match turned out to be a "local Derby." What the players lacked in knowledge of the science of the game they made up for by their enthusiasm and keenness and this was kept up to concert pitch by the shouts and instrumental music (!) of their excited supporters.

#### The sides were:—

D.C.L.I. Band:—Cann; Wilcox and Briscoe; Sergeant-Smith, Alexander, and Wall; Wright and Nightingale, Stone Candler and James.

D.C.L.I. Buglers:—Giltzes; Bowler and Palmer; Clarke; Gregory, and Golding; Walls and Looney, Jackson, Outmore and Williams.

The Buglers went off with plenty of dash, and Outmore, Looney, and Gregory all looked to have chances. Wright broke away for the Band, however, and beat Giltzes after the latter had made some good saves. This was all the scoring up to half-time. Jackson equalised within five minutes of the re-start, but from this point the Band became the aggressors. Twice more they scored, finally running out good winners by three goals to one. Cann, Briscoe, and Smith in defence, and Wright and Candler in attack were good for the "Drums," and Giltzes, Bowler, Walls, and Golding were prominent Buglers.

Mr. F. W. Eager was the referee.

### LIGAGUE PROGRAMME FOR THIS WEEK.

HONGKONG LEAGUE DIV. I.  
On Saturday, 15th November.—R.G.A. v. R.E. Referee, Mr. E. J. Blake, at 4.30 p.m.  
HONGKONG LEAGUE DIV. II.  
On Wednesday, 12th November.—University v. Moslem R.C. Referee, Mr. J. H. Menadue, at 4.00 p.m.  
On Wednesday, 12th November.—Tanner Reserves v. 83 Coy. R.G.A. Referee, Mr. A. A. Wilson, at 4.00 p.m.  
On Thursday, 13th November.—D.C.L.I. Reserves v. 83 Coy. R.G.A. Referee, Mr. H. Coxon, at 4.00 p.m.  
On Friday, 14th November.—Staff and Dep't. v. Band D.C.L.I. Referee, Mr. W. E. Doe, at 4.00 p.m.  
On Saturday, 15th November.—Submarines v. 83 Coy. R.G.A. Referee, Mr. J. H. Menadue, at 2.15 p.m.

### WEATHER REPORT.

On the 11th at 10.50 a.m.—A somewhat deep depression lies to the north-east of Hokkaido.

The anti-cyclone over China has weakened and spread eastward.

Pressure is nearly stationary over the Philippines and Annam.

The monsoon will probably be interrupted to the north of Focchow, and will moderate over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. today, 0.00 inches.

The forecast for the 24 hours ending at noon today is as follows:—

District Forecast.  
Hongkong & Neighbourhood  
Formosa Channel ... (N.E. gale, moderating).  
South coast of China between (The same as Hongkong and Lamook).  
South coast of China between (The same as Hongkong and Hainan).  
East winds, fresh to moderate; fair.

### HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, November 11th

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	30.09	30.07	30.04
Temperature	72	63	72
Humidity	78	63	72
Wind Direction	NE	ENE	ESE
Force	4	2	2
Weather	od	o	o
Rain	—	0.00	—

Highest open air Temperature on 10th... 75  
Lowest open air Temperature on 10th... 69

# Give them Bovril

Because the Body-Building Power of Bovril has been proved to be from 10 to 20 times the amount taken.



## DINNEFORD'S MAGNESIA

The Physician's Cure for  
Gout, Rheumatic Gout  
and Gravel.  
Safest and most Effective  
Apothecary for Regular use.

The Universal Remedy for Acidity of the Stomach, Headache,  
Heartburn, Indigestion, Sour Eructations, Biliary Affections.

## THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address:—"DOCK," Yokohama.

Codes used:—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A.I. and Watkins.

DRY DOCK DEPARTMENT:—Telephone Nos. 376, 506, or 681.

NO. 1 DOCK. Docking Length 515 ft. NO. 2 DOCK. Docking Length 376 ft. NO. 3 DOCK. Docking Length 481 ft.  
Every description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, lugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

### WAREHOUSE DEPARTMENT:—

92 buildings, principally of brick and steel, 310 entrances. 37 buildings are private bonded warehouses. Floor area 93,248 square yards, or 141 acres.  
Custom-house brokerage and insurance undertaken. Rates moderate.  
Mooring Basin, 600 feet by 100 feet by 25 feet deep, adjoining the docks and warehouses [712]

## THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS,  
BANKERS, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG.

SHANGHAI: 2-3, FOOCHEW ROAD. YOKOHAMA: 32, WATER STREET.

MANILA:—MANILA HOTEL.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT AND CIRCULAR NOTES ISSUED AND CASHED.

FOREIGN MONIES Exchanged.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 21st May, 1913. [694]

### NOTICES TO CONSIGNEES

NORDDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

#### NOTICE TO CONSIGNEES.

##### THE Steamship

##### "PRINZ WALDEMAR."

having arrived, Consignees of Cargo are hereby notified that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, where delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 17th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 17th inst., at 9.30 a.m.

All Claims must reach us before the 24th inst., or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 10th November, 1913. [4]

#### PASSED THE CANAL.

October 3rd.—Nankin.  
October 10th.—Aragonia, Telmacus.  
October 17th.—Achilles, Benvenue, E. F. Ferdinand, Sardinia, Annam, Furst Bulow, Indrakula.  
October 21st.—Benlarig, Meinan.  
October 24th.—Atsuta Maru, Australien, Calcutta, Sithonia, Annam, York, Broadvale, Almark.  
October 28th.—Benlomond, Candia, Glenstra, Nore, Kina.  
October 31st.—Agamemnon, Ambria, Perseus, Simla.  
November 4th.—Bendloch, Canton, China, Princess Alice, Spezia, Africa, Goldenfels.  
November 7th.—Hirano Maru, Ping Suey, Polymene, Satsuma, Senegambia, Stenior, Baron, Balfour.

### NOTICES TO CONSIGNEES

#### NOTICE TO CONSIGNEES.

##### THE P. & O. S. N. Co.'s Steamer

##### "DEVANHA."

Arrived Hongkong on 7th November, 1913.

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., or s.s. "Mongolia."  
From Persian Gulf, or s.s. "H. J. S. N." and "B. & P. E. N. Co.'s Steamers."

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 a.m. on MONDAY and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 7th November, 1913. [2]

#### NOTICE TO CONSIGNEES

##### FROM SHANGHAI, KOBE AND MOJI.

##### THE Steamship

##### "THONGWA."

having arrived from the above Ports, Consignees of Cargo are hereby notified that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at consignees' risk and expense into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LTD., Agents.

Hongkong, 10th November, 1913. [60]

## NOTICES TO CONSIGNEES

### NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

#### THE Steamship

##### "DILWARA."

having arrived from the above Ports, Consignees of Cargo are hereby notified that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 2 p.m. of the 12th inst. will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LTD., Agents.  
Hongkong, 10th November, 1913. [60]

#### NOTICE

CONSIGNEES of Cargo from London or s.s. "Sidon" and "Basque" from Havre or s.s. "Basque" and from Bordeaux or s.s. "Verbeulmois" in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after the 12th inst. at NOON will be subject to rent and landing charges.

All claims must be sent in to me on or before the 15th inst., or they will not be recognized. All damaged packages will be examined on 12th inst., at 10 a.m.

No Fire Insurance has been effected. S. C. de BUSSIERRE, Acting Agent.

Hongkong, 5th November, 1913. [2]

#### "BEN" LINE OF STEAMERS.

##### NOTICE TO CONSIGNEES.

##### S.S. "BENLEDI."

FROM MIDDLESBRO, LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby notified that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained immediately after landing.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th inst., or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 6th November, 1913. [1303]

FROM PORTLAND (Or.) AND PUGET SOUND PORTS.

#### THE H.A.L. Steamship

##### "BRISGAVIA."

Captain J. Ernest, having arrived, Consignees are hereby notified to send in their Bills of Lading for Countersignature and take immediate delivery of Cargo from alongside.











# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, & MAISELLES...	SUMATRA Capt. H. W. Potter, R.N.R.	10 A.M. 12th Nov.	Freight and Passage.
SHANGHAI, MOJI, KOBE, AND YOKOHAMA	SARDINIA Capt. J. T. Jeffery	5 P.M. 14th Nov.	Freight and Passage.
SHANGHAI	ASSAYE Capt. G. J. Coldwell	About 20th Nov.	Freight and Passage.
LONDON via Usual Ports OF CALL	DEVANHA Capt. W. L. Hickey	Noon 22nd Nov.	See Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 12th October, 1913.

## CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHUI"	On 13th Nov., 4 P.M.
HAIPHONG	"KAIKONG"	On 14th Nov., 10 A.M.
WEIHAIWEI, CHEFOO and TIENTSIN	"HUICHOW"	On 14th Nov., Noon.
SHANGHAI & TIENTSIN	"LIANGCHOW"	On 15th Nov., M. night.
MANILA, Cebu and ILOILO	"TEAN"	On 18th Nov., 4 P.M.
SHANGHAI	"LUCHOW"	On 20th Nov., 4 P.M.
SHANGHAI & TIENTSIN	"CHENAN"	On 22nd Nov., M. night.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amiships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," and the S.S. "LUCHOW" and "YINGCHOW" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—

BUTTERFIELD &amp; SWIRE,

Hongkong, 12th November, 1913.

TELEPHONE 36. AGENTS.

## HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MANSELLES, HAYRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.)

MAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

FOR SHANGHAI, KOBE AND YOKOHAMA:	FOR ROTTERDAM & HAMBURG:
S.S. ISTRIA ... 15th Nov.	S.S. MACEDONIA ... 13th Nov.
S.S. ALTEMAR ... 22nd Nov.	S.S. ROTTERDAM & HAMBURG ... 13th Nov.
S.S. SIBERIA ... 29th Nov.	S.S. ARABIA ... 25th Nov.
S.S. EMDEN ... 5th Dec.	FOR VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (Or.)
S.S. SILESIA ... 18th Dec.	S.S. SITHONIA ... 27th Nov.
S.S. PRUSSIAN ... 27th Dec.	FOR MANSELLES & HAMBURG:
S.S. O. J. DAHLERS ... 9th Jan.	S.S. UCKERMARK ... 23rd Nov.
S.S. SAKONIA ... 11th Jan.	FOR ROTTERDAM, EMDEN & HAMBURG:
S.S. SPANIA ... 26th Jan.	S.S. SAMBIA ... 29th Nov.
S.S. SCANDIA ... 9th Feb.	FOR MANSELLES, BREMEN & HAMBURG:
	S.S. WESTPHALIA ... 1st Dec.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 12th November, 1913.

## DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

### FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIKUN"	Capt. J. S. Bosch	FRIDAY, 14th Nov., at 11 A.M.
"HAIKING"	Capt. W. C. Passmore	TUESDAY, 18th Nov., at 11 A.M.
"HAIYANG"	Capt. A. B. Hodgins	FRIDAY, 21st Nov., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 5 Days).

STEAMSHIP	CAPTAIN	LEAVING
HAIMUN	Capt. J. W. Evans	WEDNESDAY, 12th Nov., at 11 A.M.
		SUNDAY, 16th Nov., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LIPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong 12th November, 1913.

## THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE  
(SUBJECT TO MODIFICATION).

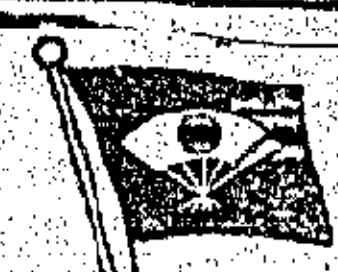
STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	22nd November	On 22nd Nov., 10 A.M.
ST. ALBANS		On 11th Dec., 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,  
AGENTS.

47



## TOYO KISEN KAISHA.

IMPERIAL JAPANESE

TRANS-PACIFIC MAIL LINES.

### SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

### CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

### NIPPON MARU & HONGKONG MARU.

INTERMEDIATE STEAMERS.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
HONGKONG MARU	S. Togo	FRIDAY, 28th Nov., Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 4th Dec., at Noon.
CHIYO MARU	W. W. Greene	MONDAY, 22nd Dec., at Noon.
NIPPON MARU	A. G. Stevens	WED'DAY, 14th Jan., at Noon.
TENYO MARU	E. Bent	SATURDAY, 17th Jan., at Noon.

THE S.S. "HONGKONG MARU" will be despatched for SAN FRANCISCO via MANILA, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONO-LULU on FRIDAY, the 28th November, at Noon.

### SOUTH AMERICA LINE.

In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

### ANYO MARU, BUYO MARU AND KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, MANZANILLO, HILLO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARIKA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING
ANYO MARU	18,500	WED'DAY, 3rd Dec., at Noon.
KIYO MARU	17,200	THURSDAY, 5th Feb., at Noon.
BUYO MARU	10,500	

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,  
King's Building (Opposite Blake Pier),  
237.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

### TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

### SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
"CANADA MARU"	H. Yamamoto	SATURDAY, 15th Nov., at 1 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 27th Nov., at 1 P.M.
"PANAMA MARU"	J. Kanno	WED'DAY, 10th Dec., at 1 P.M.
"SEATTLE MARU"	T. Saito	THURSDAY, 12th Dec., at 1 P.M.
"MEXICO MARU"	N. Kobayuchi	WED'DAY, 7th Jan., at 1 P.M.
"CHICAGO MARU"	I. Goto	THURSDAY, 22nd Jan., at 1 P.M.

Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

### JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"LAUNZ MARU"	K. Sakawa	WED'DAY, 26th Nov., 4 P.M.
"BUZON MARU"	T. Yamaguchi	FRIDAY, 26th Dec., 4 P.M.
"INDO MARU"	K. Komiya	

### CHINA AND FORMOSA LINE.

FOR FOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU"	Y. Yamamoto	WED'DAY, 19th Nov., at Noon.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJIN MARU"	M. Nagao	SUNDAY, 16th Nov., at 10 A.M.
"DAIGI MARU"	K. Murakami	

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Tashira	WED'DAY, 12th Nov., at 8 A.M.

FOR CANTON.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Tashira	

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Soa Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,

MANAGER

Second Floor No. 1 Queen's Building

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## PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 14th Nov., 4 P.M.
ZAFIRO	4000	F. O. McMurray	Manila, Mangarin, Cebu and Iloilo	On 22nd Nov., 4 P.M.

Electric Light. Fans in every Cabin. Competent Stewards Carried. For Freight or Passage, apply to SHEWAN, TOMES &amp; Co. General Managers. Hongkong, 12th November, 1913.

110

## THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

### TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVOES AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 84' 6"

Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES, throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN L. THORNYCROFT &amp; CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION, MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

### BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address:—"TAIKOO DOCK" 449

## JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJITAROEM	JAVA	First half of November.	JAPAN	First half of November.
TJIKINI	JAVA	First half of November.	SHANGHAI	First half of November.
TJIPANAS	SHANGHAI	First half of November.	JAVA	First half of November.
TJILATJAP	JAV	Second half of November.	JAPAN	Second half of November.
TJIMAH	JAVA	Second half of November.	JAVA	Second half of November.
TJILIWONG	JAVA	Second half of November.	SHANGHAI	Second half of November.
TJIBODAS	JAVA	First half of December.	SHANGHAI	First half of December.
TJIMANOEK	JAVA	Second half of December.	JAPAN	Second half of December.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 7th November, 1913.

Telephone No. 375.

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## NORDDEUTSCHER LLOYD. BREMEN.

### IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"KLEIST"	Capt. L. Maas, 17,000	{Wed'day, 12th Nov., at 10 A.M.
SHANGHAI, TIENTSIN, KOBE and YOKOHAMA	"YORCK"	Capt. F. Loeser, 17,000	{About Wed'day 12th Nov.
MANILA, JAP. MARON, FRIEDRICH WILHELMSHAFEN, SARAU, SAMARAI, BRISBANE, & SYDNEY	"PRINZ WALDEMAR"	Capt. H. Bräuer, 6,100	{Saturday, 29th Nov., at 9 A.M.
JESSELTON, KUDAT and SANDAKAN	"BORNEO"	Capt. J. Koshler, 5,000	{Tuesday, 2nd Dec., at 9 A.M.

All the Steamers of the European Line are fitted with Wireless Telegraphy New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS &amp; Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 11th November, 1913

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### PASSENGER SEASON 1914.

## NORDDEUTSCHER LLOYD. BREMEN.

TO EUROPE BY THE

### MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT	ON
*"PRINZ LUDWIG"	18,300 TONS	ON FEBRUARY 3RD.
Capt. F. von Binzer		
"GOEBEN"	17,300	ON FEBRUARY 18TH.
Capt. A. Ahlborn		
*"DERFFLINGER"	17,250	ON MARCH 3RD.
Capt. F. Proesch		
"KLEIST"	17,000	ON MARCH 18TH.
Capt. L. Maas		
*"PRINZ EITEL FRIEDRICH"	17,000	ON MARCH 31ST.
Capt. C. Mondt		
"YORK"	17,000	ON APRIL 15TH.
Capt. F. Loeser		
*"PRINZESS ALICE"	20,300	ON APRIL 28TH.
Capt. J. Bortfeldt		

\*THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HIRE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)

EARLY BOOKING RECOMMENDED.

For Further Particulars, please apply to

MELCHERS &amp; Co., GENERAL AGENTS,

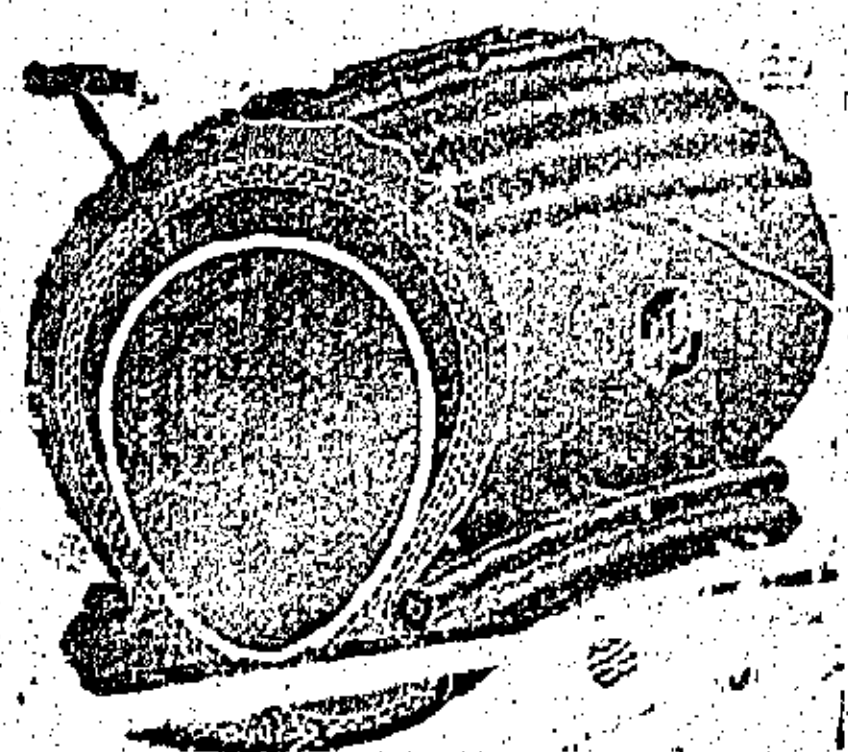
NORDDEUTSCHER LLOYD, BREMEN.

Hongkong, 10th October, 1913.

1189



## PETER UNION



## RICKSHAW TYRES

ARE THE BEST!

AGENT:

HUGO C. A. FROMM.

Hongkong, 10th November, 1913.

[44-35]

## LEONHARDI'S

INKS, GUMS, TYPEWRITER RIBBONS  
ARE THE BEST!LEONHARDI'S  
CARBON PAPER  
(PURPLE).

\$3.50 only Per Box of 100 Sheets.

RETAIL: WING HING, STATIONER,  
25, WELLINGTON STREET.WHOLESALE: HUGO C. A. FROMM,  
20, DES VŒUX ROAD CENTRAL, 1st Floor.

Hongkong, 10th November, 1913.

[44-13]

## NATURA MILK

LION



BRAND

BEST STERILIZED MILK  
ON THE MARKET.

\$9 PER CASE OF 48 TINS AT 1 LB.

HUGO C. A. FROMM,

Tel. 960. 20, DES VŒUX ROAD, 1ST FLOOR.  
Hongkong, 10th November, 1913.

[44-45]

## POST OFFICE NOTICE.

CHRISTMAS AND NEW YEAR'S PARCEL MAIL.

The Public are informed that the Parcel Mail to the United Kingdom and Countries beyond which will be closed in this Office at 5 p.m. on the 21st November will be treated as the New Year Mail, and is due to reach London on the 27th December. Parcels may be forwarded by the Parcel Mail with an extra fee of 60 cents, and with this mail are due in London on the 20th December.

Parcels containing Gold or Silver must be insured for at least part of their value. All insured parcels must be sealed. All the seals must be of the same coloured wax, and must bear the impression of a private device. This device must be the same on each seal. Straight, curved, crossed or dotted lines are not admissible. Buttons, Coins and Thimbles cannot be used for sealing.

The Clerks of the Post Office are forbidden to affix stamps on letters or parcels or to seal any article for the public. Parcels that in the opinion of the officer handling the same do not comply with the regulations will not be accepted. It is requested that parcels be posted early.

\* Specially superscribed correspondence only.

The York, with the GERMAN MAIL, left Singapore on Saturday, the 8th inst., at 11 a.m., and may be expected here to-day, at 6 p.m.

The Empress of India, with the CANADIAN MAIL, left Shanghai on Monday, the 10th inst., at 6 p.m., and is due to arrive here to-morrow, at 8 a.m.

FOR	PER	DATE
STRAITS, BURMA, CEYLON, ADELPHI, WESTERN AUSTRALIA, INDIA, ADELPHI, EGYPT AND EUROPE VIA NAPLES	Kleist	Wednesday, 12th, 9:00 A.M.

* Straits and Ceylon	Sumatra	Wednesday, 12th, 9:00 A.M.
Swatow	Daikoku	Wednesday, 12th, 10:00 A.M.
Philippine Islands and Straits	Brisbane	Wednesday, 12th, 11:00 A.M.
Swatow	Anghin	Wednesday, 12th, 11:00 A.M.
Straits, Ceylon and India via Bombay	Indra Maru	Wednesday, 12th, 4:00 P.M.
Banankan	Raidh	Wednesday, 12th, 4:00 P.M.

SHANGHAI, NORTH CHINA, TSINGTAU, JAPAN via KOREA	Yorck	Thursday, 13th, 9:00 A.M.
EUROPE VIA SIBERIA	Hongkong	Thursday, 13th, 11:00 A.M.
Hokkaido, Honkoku, Peking and Saigon	Anhui	Thursday, 13th, 3:00 P.M.
Shanghai and North China	Hanyang	Thursday, 13th, 5:00 P.M.
* Shanghai and North China	Ariake Maru	Thursday, 13th, 5:00 P.M.
* Japan via Kobe	Kaiyong	Friday, 14th, 9:00 A.M.
Hai Phong, Peking and Saigon	Haitan	Friday, 14th, 10:00 A.M.
Swatow, Amoy and Foochow	Hanhou	Friday, 14th, 11:00 A.M.
* Weihaiwei, Chefoo and Tientsin	Bubi	Friday, 14th, 3:00 P.M.
* Philippine Islands	Dinara	Friday, 14th, 3:00 P.M.
Japan via Yokohama	Sardinita	Friday, 14th, 4:00 P.M.
Shanghai, North China, and Japan via Moji	Canada Maru	Saturday, 15th, Noon
Shanghai, North China, Japan via Nagasaki, Victoria, B.C., and Tacoma	Fusang	Saturday, 15th, 1:00 P.M.
* Straits and Siam	Yuenang	Saturday, 15th, 1:00 P.M.
Philippine Islands	Thongwa	Saturday, 15th, 2:00 P.M.
Straits and India via Calcutta	Lionghow	Saturday, 15th, 5:00 P.M.
Shanghai, North China and Tsingtau (EUROPE VIA SIBERIA)	Wingang	Saturday, 15th, 5:00 P.M.
* Shanghai and North China	Chowang	Saturday, 15th, 5:00 P.M.
Swatow	Haitan	Sunday, 16th, 9:00 A.M.
Japan via Nagasaki and Seattle (Wash.)	Minneota	Monday, 17th, 9:00 A.M.
* Chingwangtao	Kookang	Monday, 17th, 3:00 P.M.
Shanghai, North China and Japan via Kobe	Tamba Maru	Tuesday, 18th, 10:00 A.M.
* Shanghai, North China, Japan via Moji	Haitan	Tuesday, 18th, 10:00 A.M.
* Victoria, B.C., and Seattle (Wash.)		
Swatow, Amoy and Foochow		

SAIGON, STRAITS, CEYLON, ADELPHI, WESTERN AUSTRALIA, INDIA, ADELPHI, EGYPT AND EUROPE VIA MARSHALLS	Ernest Simons	Wednesday, 12th, 11:00 A.M.
(Late Letters 11-12 Noon Extra postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		
Philippine Islands	Tan	Tuesday, 18th, 3:00 P.M.
Straits and Colombo	Kashima Maru	Tuesday, 18th, 5:00 P.M.
* Japan via Nagasaki	Yamato Maru	Wednesday, 19th, 10:00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand via Thursday Islands	Nikko Maru	Wednesday, 19th, 11:00 A.M.
SHANGHAI, NORTH CHINA, JAPAN via KOREA	Empress of India	Thursday, 20th, 10:00 A.M.
NAGASAKI, UNITED STATES, SOUTH AMERICA AND CANADA VIA VANCOUVER (EUROPE VIA SIBERIA)		
Shanghai and North China	Luchow	Thursday, 20th, 3:00 P.M.

## COMMERCIAL.

## CLOSING QUOTATIONS.

November 11th.

ON LONDON:	
Telegraphic Transfer	1/11 1/2
Bank Bills, on demand	1/11 1/2
Bank Bills, at 30 days' sight	1/11 1/2
Bank Bills, at 4 months' sight	1/11 1/2
Credits, at 4 months' sight	2/5
Documentary Bills 4 months' sight	2/5
ON PARIS:	
Bank Bills, on demand	5/50
Credits, at 4 months' sight	2/55
ON GERMANY:	
On demand	20 1/2
ON NEW YORK:	
Bank Bills, on demand	48
Credits, at 60 days' sight	49
ON BOMBAY:	
Telegraphic Transfer	147
Bank, on demand	147 1/2
ON CALCUTTA:	
Telegraphic Transfer	147
Bank, on demand	147 1/2
ON SHANGHAI:	
Bank, at sight	73 1/2
Private, 30 days' sight	74
ON YOKOHAMA:	
On demand	55 1/2
ON MANILA:	
On demand	57
ON SINGAPORE:	
On demand	54 1/2
ON BATAVIA:	
On demand	119 1/2
ON SAIGON:	
On demand	78
ON HONGKONG:	
SOVEREIGNS, Bank's Buying Rate	\$10.05
GOLD LEAF, 100 fine, per tael	\$53.10
BAR SILVER, per oz.	27 1/2

SUBSIDIARY COINS.	
Chinese	20 cents pieces, 38.70 discount.
Chinese	10 " 39.10
Hongkong	20 " 36.80
Hongkong	10 " 39.00

MAILS VIA SIBERIA.	
London	One "transit"
October 24th.	November 8th.
October 25th.	November 10th.

TO-DAY	
4 p.m.—Harmston's Circus at Causeway Bay.	
TO-NIGHT	
9.15 p.m.—The Court Cards at the Theatre Royal.	
9.15 p.m.—Harmston's Circus at Causeway Bay.	

## FORTHCOMING EVENTS.

Sunday, 10th Nov.—	
9 p.m.—Al Fresco Fete in the Compound of the Roman Catholic Cathedral.	
Tuesday, 12th Nov.—	
Noon—Hongkong and South China Steam Fisheries Co., Ltd., Meeting of Shareholders.	
12.15 p.m.—Hongkong and South China Steam Fisheries Co., Ltd., Extraordinary General Meeting.	

## SHARE LIST.—QUOTATIONS.

HONGKONG, 11TH NOVEMBER, 1913.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.	RETURN ON BASIS OF LAST DIV.
BANKS.—					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$790	5 1/2 p.c.
China Bank Corporation, Limited	60,000	\$12	all	\$93, buyers	8 1/2 p.c.
China Light and Power Company, Ltd.	50,000	\$5	all	\$4.60, buyers	
China Insurance Co., Ltd.	50,000	\$1	all	\$9, sellers	7 1/2 p.c.
China Provision, Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$9, sellers	
COTTON MILLS.—					
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 147	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$7 1/2	all	\$9, sellers	5 p.c.
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$7, buyers	
DOCK AND WHARVES.—					
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$88	5 p.c.
H'kong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$78, sal. & sel.	3 p.c.
New Amoy Dock Co., Limited	10,000	\$63	all	\$84	7 1/2 p.c.
Star Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 56	
Shanghai and Kowloon Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 112	
Green Island Cement Co., Limited	400,000	\$10	all	\$7.50, sal. & buy.	4 p.c.
Hongkong Electric Co., Limited	60,000	\$10	all	\$125	5 p.c.
Hongkong Hotel Company Limited	12,000	\$50	all	\$25	
MANILA METROPOLIS HOTEL, LIMITED	8,000	\$5	all	\$100, buyers	5 1/2 p.c.
Hongkong Ice Company, Limited	15,000	\$5	all	\$100, buyers	9 1/2 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10	all	\$2, buyers	
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$10	
Hongkong Steel Foundry Co., Ltd.	325,000	5/	all	\$10, sellers	
Hongkong Tramway Co., Ltd.					
INSURANCE.—					
Antonia Insurance Office Co., Limited	10,000	\$250	\$50	\$342, sellers	6 p.c.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$159, buyers	6 1/2 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50	\$339	7 1/2 p.c.
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 137	
Union Insurance Society, Limited	12,400	\$250	\$100	\$910	6 1/2 p.c.
Yangtze Insurance Association, Ltd.	12,000	\$100	\$50	\$192 1/2, @ Ex 7 1/2	
LANDS AND BUILDINGS.—					
H'kong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$110, buyers	6 1/2 p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	\$75	\$200	
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all	\$9, buyers	5 1/2 p.c.
Kowloon Land and Building Co., Ltd.	4,000	\$50	\$30	\$45	7 p.c.
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50	all	Tls. 89	
West Point Building Co., Limited	12,500	\$5	all	\$72, sellers	5 1/2 p.c.
Maatschappij tot Exploitatie van Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 32 1/2, sellers	
MINING.—					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	30/	
Heaswood Tin and Rubber Estate, Ltd.	222,000	2/	all	2/6	
Raub Australian Gold Mining Co., Ltd.	300,000	2/	all	2/3	
Tronoh Mines, Limited	150,000	\$10	all	\$101	7 1/2 p.c.
Peak Tramways Co., Limited	25,000	\$10	all	\$101	
Philippine Co., Limited	50,000	\$10	all	\$101	
Pulper et Papeteries du Tonkin Societe des	15,200	\$50	all	\$20, sellers	
RAPINE.—					
China Sugar Refining Co., Limited	20,000	\$100	all	\$96, sellers	3 p.c.
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$54, sellers	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$74, buyers	5 p.c.
Douglas Steamship Co., Limited	20,000	\$50	all	\$23, buyers	7 1/2 p.c.
H'kong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$38, L'don	
Indo-China Steam Navigation Co., Ltd.	60,000	\$25	all	\$101	
Shanghai Ferry Company, Limited	2,500	\$1	all	\$100, sellers	6 p.c.
South China Morning Post, Limited	40,000	\$10	all	\$43 1/2, buyers	3 1/2 p.c.
Steam Laundry Company, Limited	6,000	\$23	all	\$24, sel.	
STONES AND DISPENSARIES.—					
Powell, Wm., Limited	15,000	\$7	all	\$39	4 p.c.
Watson & Co., A.S., Limited	90,000	\$10	all	\$74	
Union Waterboat Co., Limited	50,000	\$10	all	\$174, buyers	5 1/2 p.c.

Para Rubber in London				3/1 per lb.
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Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1885	Tls. 767,200.	Tls. 250	7% p. annum	Par.

VERNON &amp; SMYTH, Share Brokers.

AT  
**THE SIGN  
OF  
PERFECTION!**  
MASPERO "SPECIALS"

29

A GENERAL FAVOURITE.

BOTH IN THE KITCHEN AND  
DINING ROOM.

**MILKMAID**  
STERILIZED  
NATURAL  
MILK.

Please Everybody because it is Reliable. It is Pure, Rich, Fresh Milk. Preserved only by the process of Sterilization, NOT CONDENSED. Obtainable at all Stores packed in two sizes.

[34-1]

**King George IV**  
Scotch  
WHISKY

THE TOP NOTCH OF SCOTCH  
ONE OF THE PRINCIPAL BRANDS OF  
THE DISTILLERS COMPANY, LTD.  
SOLE AGENTS:  
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